

# GRAIN DEALERS' JOURNAL

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# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## ACTON, IND.

Rouse Co., F. A., hay, ear corn, oats.

## AMARILLO, TEX.

Early Grain & Hay Co., wholesale grain, hay, seed.

## ATCHISON, KANS.

Blair Mfg. Co., sellers of feed from grain products.  
Cora Belt Grain Co., recvrs. and shippers of grain.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co., C. E., gr'n recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahay & Co., John T., gr'n receivers and expts.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Johnston Co., Thos., grain receivers.\*  
Kirwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Richards, E. F., & Co., grain commission.  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLade, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

## BLOOMINGTON, ILL.

Baldwin-Walker-Tankersley Co., brokers, ear lots.

## BOSTON MASS.

Phelps Bros., grain, hay, straw.  
Ramlet Co., The D. W., grain and millfeed.  
Soper & Co., J. E., wheat, corn, oats.

## BROOKLYN, N. Y.

Brooklyn Elevator and Mfg. Co., grain and feed.

## BUFFALO, N. Y.

Alder & Stoffer, grain commission.  
Buffalo Cereal Co., grain.\*  
Burns-Yantiss Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Gisel & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.  
Ratcliffe, S. M., grain and hay.  
Rubins Bros., grain receivers and shippers.\*  
Strickland, W. C., grain commission.  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.  
Woblers Grain Co., grain, millfeed.

## CAIRO, ILL.

Antrim & Co., H. S., grain and hay.\*  
Cairo Milling Co., buyers of wheat.  
Cunningham, Chas., grain receiver and shipper.  
Halliday Milling Co., H. L., grain.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

Jackson Grain Co., grain buyers, shippers.  
White Cereal Co., T. G., wheat wanted.

## CHATTANOOGA, TENN.

Baird Co., C. R., grain, hay and cow peas.  
Cook & Ballard, brokers.  
Shelton Grain & Feed Co., grain, hay, feed.  
Thomason, J. T., corn, wheat, oats, cowpeas.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers.\*  
Armstrong, B. S., grain commission.\*  
Bailey & Co., E. W., grain commis'sn merchants.\*  
Bennett & Co., Thos., receivers, shippers.\*  
Bentley, C. B., grain commission.  
Bogert, Matthy & Co., commission merchants.\*  
Burns-Yantiss Grain Co., receivers, shippers.  
Cooke, M. E., grain commission merchant.  
Crighton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.

## CHICAGO—Continued.

Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Elmore, E. W., grain buyer, shipper.  
Ervin & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lake & Co., W. H., commission receivers.  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
McKenna & Rodgers, grain and commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Norris & Company, grain merchants.\*  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pringle, Fitch & Co., W. K. Mitchell, Mgr.\*  
Rang & Son, Henry, barley specialists.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Savers, A. R., grain commission.\*  
Schiffins & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Wagner, E. W., receiver and shipper.\*  
Walters Bros., grain, hay, seeds.  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans, F. E., grain and commission.\*  
Wright & Co., John F., grain commission.  
Young & Co., grain commission.\*

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., H. W., grain and hay.\*  
Brown & Co., W. L., receivers and shippers.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Ferguson & Co., August, grain, hay, millfeed.\*  
Interstate Grain Co., receivers and shippers.\*  
Standard Hay & Grain Co., grain commission.\*  
Union Grain & Hay Co., grain and hay.\*  
Weldler Co., The Sam W., grain, hay, flour.\*

## CLEVELAND, O.

Abel Bros., hay and grain.  
Bailey, E. I., grain and millfeed.\*  
Bennett, Walter A., grain, hay, millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*  
Williams Grain Co., The Edward A., recvrs., shps

## COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

## COLUMBUS, O.

McAllister & Co., Jas. F., grain and hay.  
McCord & Kelley, grain and hay.\*  
Scott & Woodrow, grain and hay.  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

Rothschild Grain Co., D., grain merchants.\*

## DECATUR ILL.

Baldwin & Co., H. I., grain dealers.\*  
Dumont, Roberts & Co., grain.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Ayres Merc. Co., The F. C., grain and hay.  
Best & Co., J. D., grain and hay.\*  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Empire Feed & Fuel Co., hay and grain.  
Harrington-Flomer Merc. Co., grain and hay.  
Hungarian M. & E. Co., hay and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Carson, Craig & Co., commission merchants.  
Dumont, Roberts & Co., receivers, shippers.  
Lapham & Co., J. S., recvrs. & shippers of grain.

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.

## ENID, OKLA.

The Enid Wholesale Grain Co., grain.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEXAS.

Kolp, E. R. & D. C., millers, grain, seed dealers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wierdelt Grain Co., wholesale grain eltr. facilities

## GREENVILLE, O.

Grabbs Grain Co., E. A., track buyers.\*

## HARRISBURG PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

Ervine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.  
Van Wagenen, W. D., wholesale grain.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Bradford-Files-Thomson Co., grain, hay, feed.  
Cooper & Oddy, grain and hay commission.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Riley & Co., W. J., grain and feed.  
Shotwell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.  
White Bros. Grain Co., grain and commission.

## JACKSON, MICH.

McLaughlin, Ward & Co., grain and seeds.  
Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.\*  
Beach-Keever Grain Co., grain receivers.  
Bragg, E. O., grain commission merchant.  
Davis & Co., A. G., grain commission.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
Missouri Grain Co., grain receivers.  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Company, commission, recvrs., shprs.  
Pelson-Lathrop Grain Co., commission merchants.  
Roshen-Carey Grain Co., grain, flour, millfeed.  
Simonds-Shields Grain Co., grain and seeds.  
Smith & Son, J. Sidney, receivers, shippers.  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. H., eltr. corn.  
Vandalrice-Lynds Co., grain commission.  
Waldron Grain Co., receivers and shippers.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KNOXVILLE, TENN.

East Tenn. Feed Co., recvrs. shprs, hay, gra, feed.  
Prosser, Brown, broker.

## LA FAYETTE IND.

Helmiller, F. G., grain shipper.

## LEXINGTON, KY.

Brent, Inc., C. S., grain and seeds.  
Frost, David C., grain, seeds and hay.

## LOUISVILLE, KY.

Bingham-Hewitt Grain Co., recvrs. & shprs. grain\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, electric eltr., recvrs. of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, ear, hay and grain.  
Schuff & Co., A. C., grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay broker.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
Buchanan & Co., R. B., grain, hay, feed.\*  
Clark, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Edgar Grain Co., J. B., receivers and shippers.\*  
Hasenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeed.

## MIDDLEPOINT, O.

Pollock, H. G., track buyer, ear corn a specialty.

## MILWAUKEE, WIS.

Armstrong Co., W. J., hay dealers.  
Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Donohue, P. E., grain, feed, mlg. wheat a spity.  
Fagg & Taylor, grain merchants.  
Hotteliet Co., barley, rye and feed.  
Jahns, Jr., Co., H., commission grain, hay, feed.  
Kamm & Co., P. C., barley and rye.\*  
Lawrence Grain Co., brokers, grain, feed.  
Lull & Co., Chas. E., grain commission.\*  
Wisbeck & Co., Henry, grain recvrs. and shippers

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cooper Commission Co., receivers, shippers.  
Davies & Co., F. M., grain commission.  
Gatchell-Tanton Co., grain commission.  
Ingold, P. M., grain commission merchant.  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.\*  
McIntyre-Frelich Co., grain commission.  
McGuire-Atwood Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.

## MONTGOMERY, ALA.

United Selling Co., Inc., wholesale brokers.\*

## NASHVILLE, TENN.

Harsh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse & Eltr. Co., grain.  
Kendrick-Roan Grain Co., receivers, shippers.  
McLemore Grain Co., grain.\*  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs and shprs grain, hay.\*

## NEWARK N. J.

Champlin & Co., F. A., grain and hay.  
Dey, Leslie G., grain receiver.  
Drake, N., grain receiver.  
Edwards & Co., P. J., grain, hay, flour.  
Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Barr, R. J., export grain broker, forwarding agt.  
Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradehaw Co., popcorn and cereals.  
Cushing & Brandt, grain and cotton seed oil.\*  
Forbell & Kipp, grain commission.\*  
Morris & Co., Chas. E., grain, feed, hay.  
Jones & Morey Co., grain brokers.\*

## NEW YORK CITY Continued.

Keusch, Otto, off grade grain, grain brokers.\*  
Ramey, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.  
Rubins Bros., grain commission.\*

## NORFOLK, VA.

Powers, L. W., corn, oats, hay, feed broker.

## OKLAHOMA CITY, OKLA.

Clark Grn. Co., H. C., grain commission.  
Kolp, E. R. & L. S., millers, grain, seed dealers.

## OMAHA, NEB.

Bewsher Co., The, grain receivers.  
Cavers Elevator Co., receivers and shippers.  
Chambers, W. H., grain broker.\*  
Conrad, J. H., grain, established 1884.  
Huntley, E. E., grain commission.  
Johnson & Co., Geo. C., commission merchants.  
Lyons & Son, Geo. H., receivers and shippers.  
Nebraska Hay & Grain Co., gen. grain dealers.  
Thompson Grain Co., grain dealers.  
Transmississippi Grain Co., receivers and shippers.  
Uplake Grain Co., grain dealers.  
Weekes Grain & L. S. Co., commission merchants

## PEORIA, ILL.

Bartlett Company, S. C., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Mills Bros., grain commission.  
Roberts, Moschel & Mosiman, grain commission.\*  
Tyng, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and mill feed.\*  
Clevenger, S. J., buyer and commission.  
Delp & Co., Edmund E., grain receivers.\*  
Dunwoody Co., Ed., flour, grain, feed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Richardson Bros., grain, flour, millfeeds.  
Rogers & Co., E. L., grain, hay.\*  
Stites, A., grain and seed, millfeed.  
Walton Bros., grain and feed.\*  
Warr & Canby, grain, flour, feed.  
Woolman & Co., S. C., receivers and shippers.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geidel & Dickson, grain and hay.  
Graham & Son, J., grain, hay, millfeed.  
Herb Bros. & Martin, grain, hay, feed.  
McCaffrey's Sons Co., Daniel, grain, hay.\*  
McCague, R. S., grain, hay.\*  
Morgan & Co., E. G., ear corn and hay.\*  
Morton Grain & Hay Co., grain, hay, feed.  
Stewart, D. G. & Geldel, grain, hay, feed.\*

## PORTLAND ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Bragg, W. G., wholesale broker, grain, hay, feed.  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs, oats, rye, hay.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIDNEY, OHIO.

Wells & Co., J. E., track buyers, grain, seeds.

## SIOUX CITY, IOWA.

Shepherdson Co., M. T., grain dealers.

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Frederick Grn. Co., J. L., recvrs., shprs, grain, hay  
Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
Connor Bros. & Co., grain commission.\*  
Eaton, McClellan & Co., grain commission.\*  
Goffe & Carkner Co., grain commission.  
Green Com. Co., W. L., grain.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Orthwein Grain Co., Wm. D., grain.  
Picker & Beardsley, grain and grass seed.\*  
Seale Brothers Grain Co., grain.  
Slack-Fuller Grain Co., grain commission.

## SPRINGFIELD, OHIO.

Crabbs, B. E., broker.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Barnes Grain & Comsn. Co., grain, seeds, hay.  
Coon Grain Co., The, J. J., grain and seeds.\*  
DeVore & Co., H. W., grain, seeds, millfeed.\*  
Goemenn Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed\*  
McCabe Grain Co., grain and seeds.  
Merrell Co., The, seeds only.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Paddock-Hodge Co., The, grain, seeds.\*  
Reynolds Bros., grain and seeds.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenheiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KAN.

Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WEST CHESTER, PA.

King, Jas. L., shipper grain and feed.\*

## WICHITA, KANS.

Gaunt Grain Co., The C. B., grain, seeds.  
Kolp, E. R. & D. C., millers, grain, seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Thompson, H. C., alfalfa meal.  
Tri State Grain Co., grain, seeds, feed.

## WINNIPEG CAN.

Norris & Company, grain merchants.

# NEW YORK PRODUCE EXCHANGE MEMBERS

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COMMISSION MERCHANTS  
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OATS A SPECIALTY  
Consignments Solicited  
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**RUBINS BROS.**  
**GRAIN**  
305 Produce Exchange, NEW YORK

**CUSHING & BRANDT**  
COMMISSION MERCHANTS  
Grain and Cotton Seed Oil  
Liberal Advances on Consignments  
**C. I. F. GRAIN BROKERS**  
424 Produce Exchange, NEW YORK  
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Chicago Board of Trade  
Minneapolis Chamber of Commerce  
St. Louis Merchants Exchange  
Grain Dealers National Ass'n.

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H. B. Smith, V.-Pres. A. F. Therrien, Sec'y  
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Grain Brokers  
NEW YORK CHICAGO  
Produce Exchange Board of Trade



# KANSAS CITY BOARD OF TRADE MEMBERS

## GEO. A. ADAMS GRAIN CO.

Good Milling Wheat  
Our Specialty

Orders Executed in Futures on all Exchanges  
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## H. H. STEELE & CO. GRAIN COMMISSION MERCHANTS

Consignments and future orders solicited.  
KANSAS CITY, MO.

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## BEACH-KEEVER GRAIN COMPANY

Try us with consignments of grain.  
We also handle options.  
344 Board of Trade, Kansas City, Mo.

## Vanderslice-Lynds Company GRAIN COMMISSION MERCHANTS KANSAS CITY, MO.

## E. O. BRAGG GRAIN COMMISSION MERCHANT

Have had years of experience in selling grain, know how to get top prices. Your interests guarded at every turn. Try me on your next shipment.  
Exchange Building, Kansas City, Mo.

If you want the best possible service consign your grain and send your orders for Futures to

## ERNST-DAVIS GRAIN CO.

KANSAS CITY, MO.

(Kansas City Board of Trade,  
Members: Chicago Board of Trade,  
St. Louis Merchants' Exchange.)

## PEIRSON-LATHROP GRAIN CO.

Kansas City

Handle

Consignments Option Trades  
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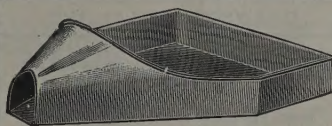
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Cipher Code** (Revised)Is more extensively used by  
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than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

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**GRAIN DEALERS JOURNAL**

255 La Salle St. CHICAGO, ILL.

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**J. E. SOPER & CO.**

BOSTON, MASS.

Buy all grades Wheat, Corn, Oats, Barley, Buckwheat, Milfeeds, and all kinds of Special feeds. Also handle consignments for New England Territory.

**THE D. W. RANLET CO.**

708 Chamber of Commerce, BOSTON, MASS.

We are always in the market for sample lots of good feed wheat, also buy all kinds of grain and feed. As the new crop approaches, quote us.

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**EDWARD P. MERRILL****GRAIN BROKER**

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Connection wanted with a good roller oats mill

**Your Opportunity**

is here. Now is the time to let the elevator man know you want his business. Advertise in the

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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**THE HENRY W. CARR COMPANY**

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General Selling Agents, Commission Merchants  
Receivers corn, wheat and all kinds of feeds.  
Shippers oats, rye, buckwheat, barley, hay, straw, potatoes, etc.

Correspondence and consignments solicited.

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Established 1876

**MILLER & COMPANY****HAY, GRAIN AND COMMISSION**  
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CONSIGNMENTS SOLICITED

**KENDRICK-ROAN GRAIN CO.**

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**GENERAL GRAIN MERCHANTS**

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**BROWDER & HAYM**Brokers and Manufacturers Agents  
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**Try****Our Special Brand of White Oats****MCCRAY, MORRISON & CO.****GRAIN SHIPPERS** Kentland, Ind

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and Clipped Oats, Choice Rye.

Write for bids—your track.

Grain Elevators on Grand Trunk Railway.

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**HARRISBURG FEED & GRAIN COMPANY**

ORGANIZED 1901

**JAMES W. BARKER, Manager**

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**— GRAIN—FEED—HAY—STRAW —**

Car Lots Only

Our manager has been buying grain in Pennsylvania since 1885

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**A. F. LEONHARDT & CO.****GRAIN AND HAY****NEW ORLEANS, LA.****Want an Elevator?**

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



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MINNEAPOLIS, MINN.  
Consignments Solicited. Prompt Returns  
Guaranteed.

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MINNEAPOLIS AND DULUTH  
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## WE DO IT RIGHT IN THREE MARKETS

LET US SELL YOUR CONSIGNMENTS

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## WRITE US

FOR QUOTATIONS ON COTTON SEED MEAL  
**H. J. HASENWINKLE COMPANY**  
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## Established 1877 **W. A. RUNDALL & CO.** GRAIN AND SEED MERCHANTS

We buy delivered Toledo or f. o. b. your  
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DAILY FLOUR CAPACITY 4,000 BBLs.  
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Toledo leads the world on Clover Seed  
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Offer us your Grain and Seed: Consign it, or  
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Buyers and Shippers of GRAIN

We buy F. O. B. your station for direct  
shipment to interior points.

Personal attention to consignments.

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## **W. H. MOREHOUSE & CO.** GRAIN AND SEED COMMISSION MERCHANTS

Clover, Alsike, Timothy, Hungarian,  
Redtop, Blue Grass, Seed Corn, Etc.  
321 to 329 Erie St., Toledo, Ohio

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## **THE PADDOCK-HODGE CO.** GRAIN

Toledo, - - - Ohio  
Write, wire or phone us when you want to trade.

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Buyers of

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SALVAGE GRAIN

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CASH AND FUTURES.  
Ask for our daily Seed Card.  
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## **THE J. J. COON GRAIN CO.**



**Grain, Seeds and Feed**  
Cash or Futures. Consignments Solicited  
61 Produce Exchange TOLEDO, OHIO

## **Quotation Record**

Is sheets of bond paper ruled to facilitate keeping a  
daily record of the market prices of options on  
"Change. Each sheet or chart is headed "Board of  
Trade Quotations for the Week Commencing Mon-  
day —, 190—." Each sheet has twelve columns  
provided for different options, four for Wheat, four  
for Corn and four for Oats; also spaces for the  
market on each at 9:30, 10:30, 11:30 and 12:30 and  
the close, as well as the closing price the previous  
week.

As a handy reference record of market prices it  
has no equal. Each sheet is 9 1/2 x 9 1/2 inches and has  
spaces for one week's record. The sheets are put  
up in blocks of sixty—a year's supply. Order  
Form 97A, price 75 cents.

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.

## **We Advise**

by mail or wire, grading and  
what we can get for clover  
seed consignments. You can  
wire following morning  
whether to sell or put in  
store. No interest on drafts  
unless seed is put in store.

## **J. F. Zahm & Co.**

Fred Mayer Fred Jaeger  
**GRAIN—SEEDS**  
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## POWER CAR LOADERS FOR ELEVATORS

## The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

## Cyclone Grain Loader



Strong in Construction. Simple in Operation. Every part carefully adjusted. It cannot be torn down by car getting away.

Capacity—1000 pounds per minute.  
2 to 4 Horse Power.

Any Practical Man Can Install Ready for Use.

**Cyclone Grain Loader Co.**  
NORWALK, OHIO

The ONLY Car Loader  
That Will Not  
Damage the Grain.

## COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.  
August 15, 1907.  
Mattoon Grain Conveyor,  
Mattoon, Ill.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load as perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader has been must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,  
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

**Mattoon Grain  
Conveyor Co.**  
MATTOON, ILL.



The Third Car Loader which left our factory was a No. 12 which we shipped April 13th, 1901, to Mr. O. C. Benson, Fairmount, Ill. Of course we have been able to make a number of improvements since then but nevertheless he liked it well enough to order one for his elevator in Catlin in October, 1902. Several weeks ago we received a letter from Messrs. Catlett & White of Fairmount asking the price of our No. 12. We presume they knew about the one Mr. Catlin has, but to make

sure we spoke of it in our reply and a few days later we received their order in which they stated the loader would replace one of another make. Some machines do good work while new but in a short time they become unsatisfactory. However, this loader after selling one to the same party a year and a half later now sells one to another firm when it has been in use for more than 7 years. If there are none of our loaders near you for you to see, we will gladly send you one on approval with the understanding, that if you are not entirely satisfied with it in every respect, you may return it at our expense. Do you know of a fairer proposition? We have about 50 in stock, so can make prompt shipment.

MAROA MFG. CO.

Maroa, Illinois

## THE DAISY CAR LOADER

Because of the many expressions we hear and receive complimentary to its work, we feel confident that anyone who has not given it a trial is missing something and doing himself an injustice. A few words received from satisfied customers:

Feb. 11, 1908.  
H. L. Windsor, Bethalto, Ill., says: It is giving excellent satisfaction; it loads a car to its capacity.

April 24, 1908.  
Duncan Bros., Lintner, Ill.: We can load a 100,000 lb. capacity car to the maximum of 110,000 pounds.

Dec. 5, 1907.  
W. H. Hurley, Clinton, Mo.: I consider it one of my most important pieces of machinery.

We send the loader on 30 days' trial, and if it is not just as we recommend you may ship it back at our expense, Send for Catalogue and Prices.

M. C. LILLY, Maroa, Illinois

June 8, 1908.  
Lund & Hume, St. Ansgar, Iowa: It has paid for itself twice over in saving of labor, besides doing better work.

Nov. 10, 1905.  
J. D. Mitchell, Dunn, Ill.: I find it a light-running machine and just as you recommend it.

Oct. 7, 1905.  
F. R. Southard, Grand Rapids, Ohio: Not the least of its value is the improvement it will make in poor oats.

## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas, May 12, 1908.  
Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,  
By J. Z. Keel.

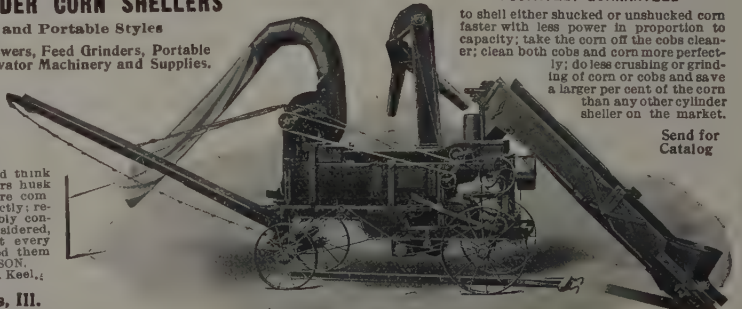
**MARSEILLES MFG. CO.** Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

## POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog





## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal  
255 La Salle St., CHICAGO, ILL.

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This is a new feature  
of a successful

## FRICTION JAW CLUTCH

Positive Safe Economical

THE STANDARD CLUTCH MFG. CO.

SIDNEY, OHIO

\$10 to \$30



## SCALES

### PITLESS WAGON SCALES AUTOMATIC GRAIN SCALES

New Designs and Styles  
Write for Catalog G. D.

THE STANDARD SCALE & SUPPLY CO.  
50-52 South Canal St., CHICAGO, ILL.

## COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

# A MONEY MAKER

## WE CAN GIVE YOU A MONITOR GUARANTEE

That the Monitor Cracked Corn Separator will give you a better grade of cracked corn—and more of them, than you can secure by using any other system of cracked corn separators. We are the

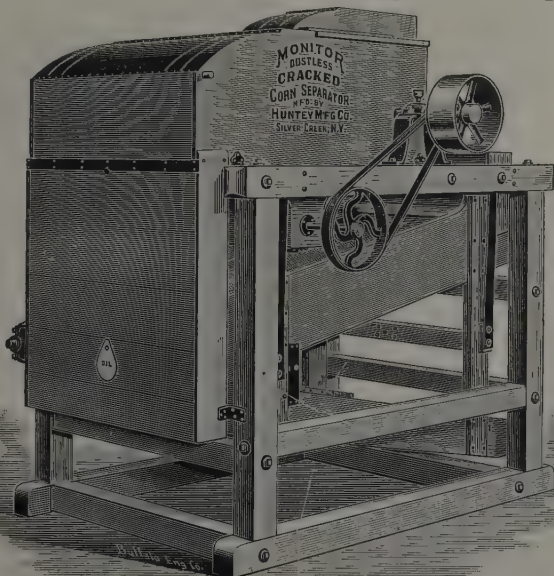
## ORIGINAL

Cracked Corn Separator manufacturers.

We Build Cleaning Machines  
That Give Results.

## HUNTLEY MFG. CO.

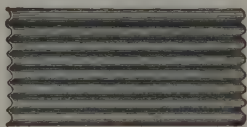
SILVER CREEK, N. Y.



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New York, N. Y., W. K. Miller, Agent, 121 Front St.  
Kansas City, Mo., H. C. Draver, Southwestern Agent,  
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Tilsonburg, Ont., W. R. Ream.



### We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**

## Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:  
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

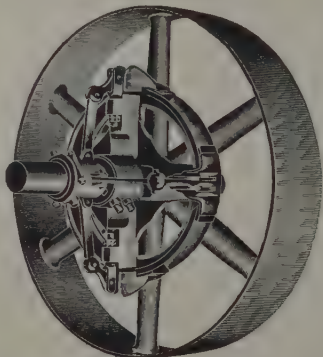
These tables are bound in tough paper and form a thin book, 2 1/4-in. wide by 8 1/4-in. long. Price 50 Cents. Address

**GRAIN DEALERS COMPANY**  
255 LaSalle St., CHICAGO, ILL.

## Friction Clutch

Simple. Durable. Safe.

CATALOG A-17



A Friction Clutch is an absolute necessity in a well equipped elevator. We positively sell the most effective clutch on the market. Also

**POWER  
TRANSMISSION  
MACHINERY**

**W. A. Jones Foundry  
& Machine Co.**

139 W. North Ave., Chicago

## Marseilles Portable Grain Elevator and Wagon Dump

**Saves Money  
In Big Chunks!**

**Because:**

It saves 20 to 30 minutes' time unloading every wagon and all manual labor.

Think what that means to the man that hires men and teams and the man behind the "scoop" shovel.

It unloads the largest wagons in 2 to 5 minutes.

Handles ear corn, wheat, shelled corn, any kind of grain, sugar beets, or anything that can be handled with a "scoop."

Two men can set it up or take it down. A boy can operate it

**Let Us Show You  
Why They Are  
Superior to Others**



Send  
for  
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**FURNISHED MOUNTED ON TRUCKS WHEN DESIRED**

Also with or without Horizontal Top Conveyor, or Swiveled Flexible-Telescoping Delivery Spout.

We can furnish any length or style of outfit, to meet any requirement.

We also make a full line of HAND AND POWER CORN SHELLERS, HORSE POWERS, FEED GRINDERS, PUMP JACKS, ETC

**MARSEILLES MANUFACTURING COMPANY, Marseilles, Ills.**

Branch Houses and General Agencies at Principal Distributing Cities

## DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interwoven with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Net of; Price per Cwt.; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.**

## Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold ..... bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". If you contract for grain you can not afford to be without these books.

Order Form No. 9. Price, 50 cents.

**GRAIN DEALERS JOURNAL**  
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## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

## Clark's Decimal Grain Values.

**Saves Time, Money and Prevents Errors**

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to \$1.49 per bushel and reducing any weight to bushels of 48 pounds. Bound in manila. Price \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price \$5.00 per copy.

No. 36. The same as No. 35, but printed on heavy linen ledger paper and bound in cloth, half leather. Price \$6.00 per copy.

For any of the above, address.

**Grain Dealers Journal**

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## Grain Purifier and Bleacher

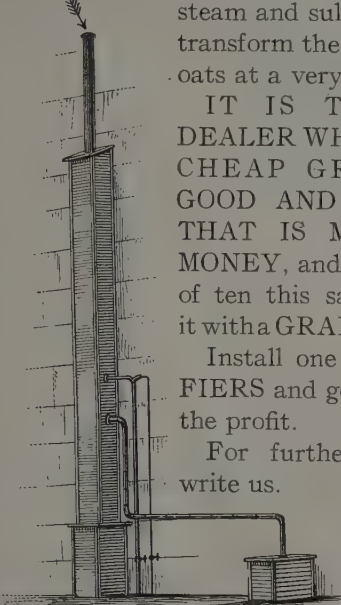
This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

PURIFIER STACK



**U. S. GRAIN  
PURIFIER CO.**

EARL PARK,  
INDIANA

## HESS DRIED —IS— BEST DRIED

Hess Dried grain brings a premium and is always in demand. Germinates strongly, mills easily and **keeps** till you use it.

Hess Grain Driers are used everywhere and are the standard of excellence in drier construction. We make all sizes, from 400 bushels daily capacity, up to the monster driers such as we built at Baltimore, Philadelphia, New Orleans, Galveston and other exporting stations.

*Ask for Free Booklet.*

**Hess Warming & Ventilating Co.**

907 Tacoma Bldg.

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P. S. Ask us also about the Hess U. S. Moisture Tester.

## General Electric Company

### SKELETON FRAME INDUCTION MOTOR



The durability of the motor is the secret of economy of motor drive. In perfecting a safe, durable and efficient motor for mill work, the General Electric Company has produced the **Skeleton Frame**

**Induction Motor**, which is perfectly adapted for motor drive in

### FLOUR MILLS and GRAIN ELEVATORS

The **Skeleton Frame Induction Motor** is durable because it has no wearing points, no complicated mechanism, no troublesome parts, no useless weight. It combines durability with simplicity. A boy can start it and it requires no attendant.

You certainly want to know more about this motor. Write for booklet 764-E.

Principal Office, SCHENECTADY, N. Y.

Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.

1306

## 1,000 GRAIN DEALERS

are expected to attend the Grain Dealers' National Association which meets in St. Louis October 15, 16, 17. It means the **PLANTERS' HOTEL** will be headquarters for a large number of dealers. Quite a number have already ordered reservations for the Convention period. On account of our ideal location directly across the street from the Fourth street entrance of the Merchants' Exchange Building, we have decided to make a special rate for the Convention as follows:

Single rooms without bath \$1.50 and \$2.00 per person. Double rooms without bath \$2.50 and upward per room per day.

Single rooms with bath \$2.50 and upward. Double rooms with bath \$3.00 per day and upward.



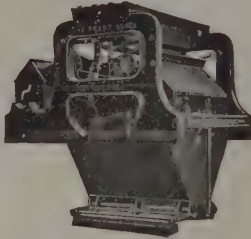
**LYMAN T. HAY, General Manager**  
**PLANTERS' HOTEL**

**ST. LOUIS, MO.**



## AVERY Automatic Scales

FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.  
Cresbard, S. D.,  
April 4, 1908.

Use a Well Tried Scale  
AND RUN NO RISKS

**AVERY SCALE CO.**  
North Milwaukee Wisconsin



## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weighs and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

**J. D. EARTHART & SON**

DEALERS IN  
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

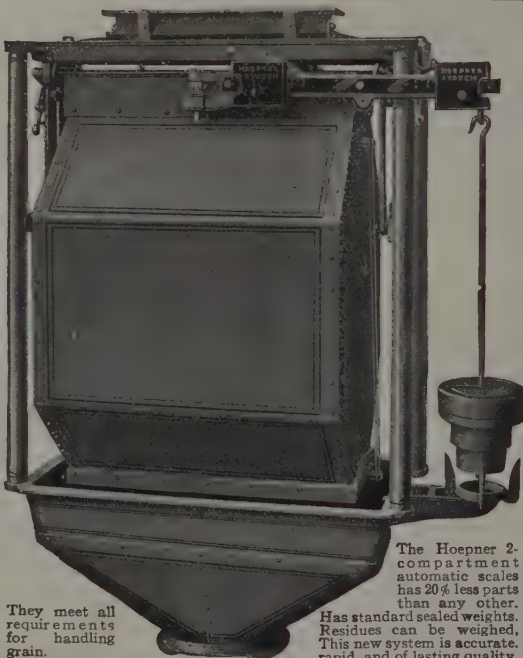
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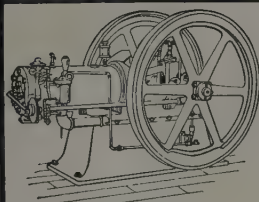
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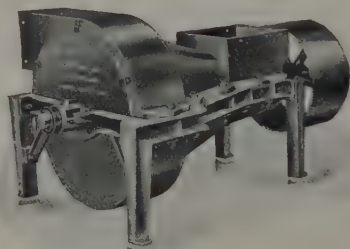
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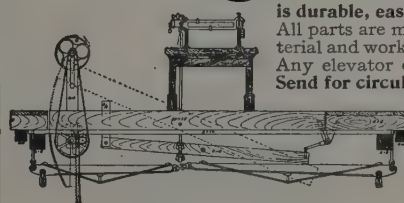
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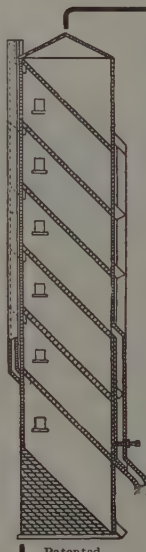
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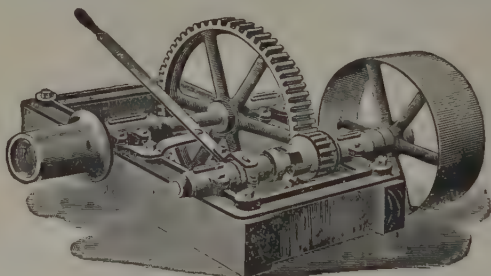
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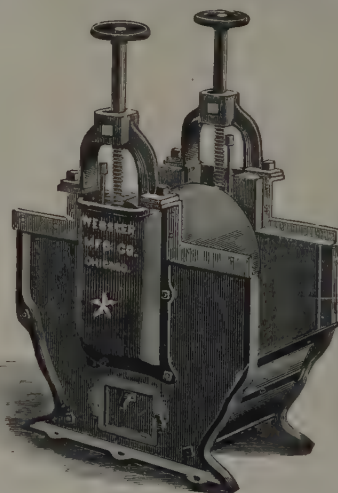
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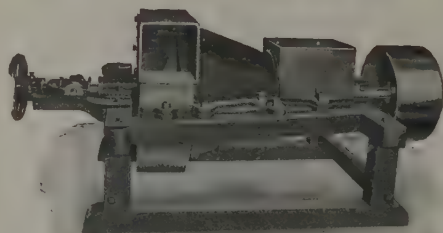


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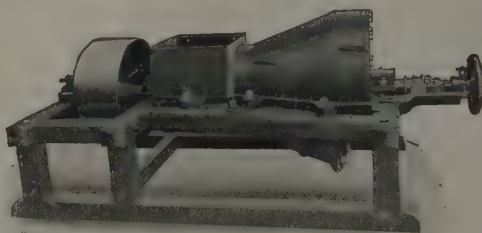
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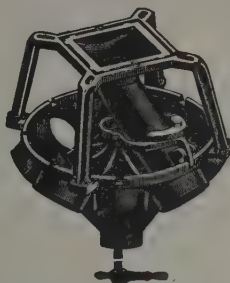
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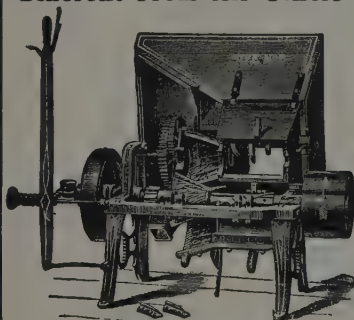
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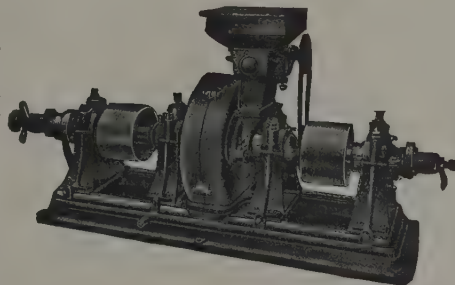
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These machines will enable you to handle the crop to best advantage.

For efficiency, capacity, strength and durability they have no equal.

They possess valuable features possessed by no other shellers and cleaners.

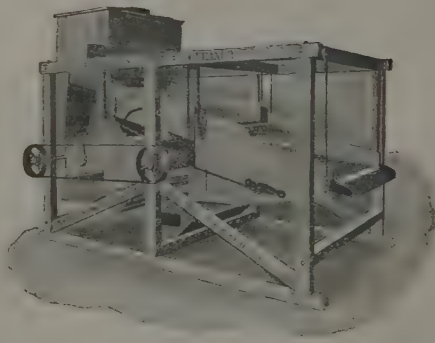
We also make other shellers and cleaners and a complete line of Feed Mills, Separators and Elevator Supplies.

Send for latest circulars.

**Barnard & Leas Mfg. Co.**

Builders of

**Elevator Machinery and Supplies  
MOLINE, ILL.**







Patent Applied for  
The "Western" Pitless Sheller  
Built in three sizes. Capacity 300 to 1300 bushels per hour

## WILL NOT CRACK THE CORN

Does not require a tank or pit under your elevator.  
Discharges directly into the boot.

Fan chamber is adjustable--can be changed to discharge either to right or left, under or over.

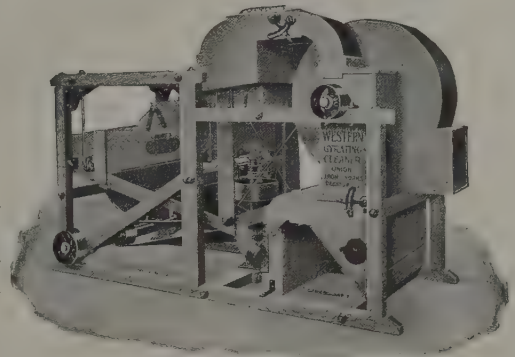
Fitted with our patent adjusting lever, enabling operator to adjust cylinder, while running, to all kinds and conditions of corn.

**UNION IRON WORKS, Decatur, Ill.**

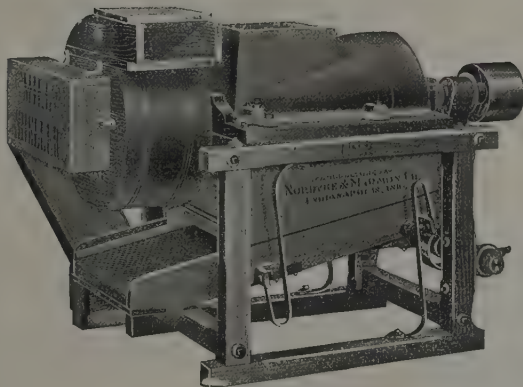
**Better to Have Equipped Your Elevator With "Western" Machinery Than Some Other Kind and Wish You Had.**

Plans and Specifications Furnished for All Kinds of Grain Elevators.

COMPLETE LINE OF SUPPLIES  
Pulleys Sprocket Wheels Grain Buckets  
Shafting Sprocket Chain Friction Clutches  
Belting Conveyor



The "Western" Gyrating Cleaner  
Capacities 350 to 2,500 bushels per hour. Built in eight sizes.



# MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

## NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

# COLD DRY AIR DRIERS AND RENOVATORS

COMMONLY KNOWN AS THE ISCH & JOHNSON

THE ELLIS DRIER COMPANY is prepared to install at a NOMINAL COST the very LATEST and BEST APPARATUS of the so called pneumatic system. As a grain cooling proposition for small country elevators, where only a very limited capacity is needed and cost of operation is not considered, this apparatus will do excellent work. The same arrangement can also be used for drying.

We shall be glad to answer all inquiries.

**ELLIS DRIER CO., 747 Postal Telegraph Bldg., Chicago**

## Johnson's Grain Dryer and Renovator

What do You Think of This Endorsement?

SHELDON, IA., Aug. 27, 1908.

E. G. ISCH & Co., Peoria, Ill.

GENTLEMEN:—Having recently installed your Johnson Grain Drying System in our 500 bbl. mill and subjected same to numerous tests we feel free to say that it does the work satisfactorily and exactly as you represented it would.

Perhaps the most severe test we gave it was when we wet down 200 bu. of corn by pouring water into it until same run through the bottom of the bin to the elevator floor below. This corn was as wet as could possibly be and after 18 hours' treatment with your system it was in condition to grind or keep in store indefinitely.

We can operate your system on one-half ton of coal every twenty-four hours, and considering the cost of installation and operation after installed, we should think every mill or elevator of consequence in the country would use a Johnson Dryer, as it will certainly pay for itself in a short time.

Truly yours,

SCOTT LOGAN MILLING Co.

By SCOTT LOGAN, President.

**E. G. ISCH & CO., Peoria, Ill.**





# The "Eureka" Grain Dryer



Produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty wheat or corn.

To secure satisfactory results on damp and musty grain, volumes of hot air must be used for converting the moisture and disposing of it, and cold air to thoroughly cool the grain.

The "Eureka" Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.

**Most Economical to Operate.**

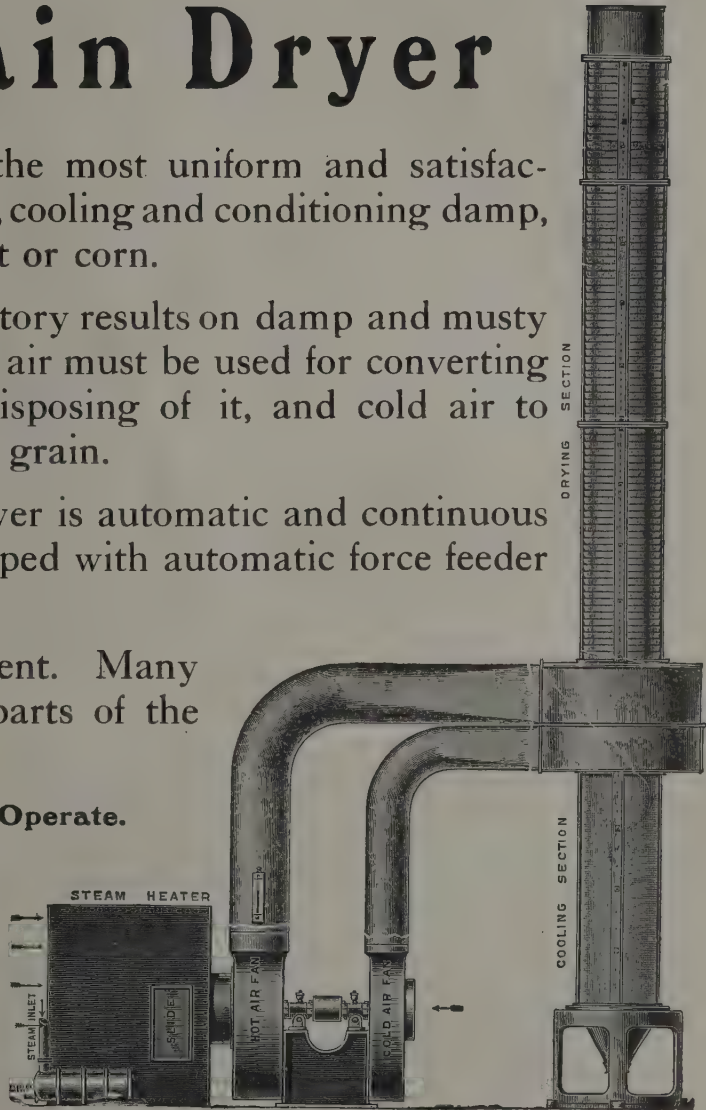
**Easily Installed.**

**Built in All Capacities.**

**Prompt Delivery.**

**Absolute Satisfaction  
Guaranteed.**

Full Particulars on Application.



## THE S. HOWES CO.

### Builders of the "Eureka" Grain Cleaners

"Eureka" Works, Silver Creek, N. Y.



SOUTHWESTERN REPRESENTATIVE, THE P. H. PELKY CONSTRUCTION CO., WICHITA, KAN.  
PACIFIC COAST, SYMPHERS MACHINERY CO., SPOKANE, WASH.  
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INDIANAPOLIS, IND. . . . . J. N. BACON, SPENCER HOUSE.  
MINNEAPOLIS, MINN. . . . W. E. SHERER, 3RD STREET SOUTH



**ELEVATORS FOR SALE.**

**GOOD PAYING** elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

**FOR SALE OR RENT.**—My elevators at Ruthlan and Green Valley on Gt. N. Ry. Address Walter Parks, Airlie, Minn.

**GOOD ELEVATOR** for sale, retail coal and flour in connection. Address, Bell, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR RENT.**—Elevator, coal sheds, corn cribs, etc., at a very low figure. Address Adam Schneider, Garner, Iowa.

**FOR SALE.**—Six good elevators on The Northwestern Road in Minnesota. For particulars, etc., apply to Nam, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE.**—Elevator on C. M. & St. P. Road. Central Iowa. One competitor; 200-car station. Bargain if taken at once. Address Wood, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE or exchange** for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR RENT.**—40 M. cribbed elevator; coal and tile business. Good territory, within 35 miles of Chicago on E. J. & E. Address Ray, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE:** 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—One of the best elevators at one of the best grain stations in Central Illinois on the I. C. This year's corn crop will average 50 bu. to acre. This plant handled last year, 400,000 bu. Can carry half purchase price. C. A. Burks, Decatur, Ill.

**ELEVATOR** and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for some one. Address W. W., Box 11, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**—We are dissolving our Company and offer the following properties at a bargain; will be sold all together, or separately. Elevators at Wheatland, Moore, Britton, and Agra, Okla.; Warehouses at Witcher and Arcadia, Okla. Corn Cribs at Choctaw. Excellent corn crop at all of these stations this year. All cash or part on time, if properly secured. Smith Grain & Elevator Co., Oklahoma City, Okla.

**GRAIN, HAY & STORAGE BUSINESS** for sale. Steadily increasing wholesale and retail grain, hay and storage business (Established several years) enjoying extensive first-class trade; excellent warehouse facilities; situated directly on track. Splendid opening for party able to give his full attention. About \$7500 handles; Present owner will take over all outstanding accounts. Good reasons for selling. Address P. O. Box 82, Station A, San Antonio, Tex.

**ELEVATORS FOR SALE.**

**WILL SELL:** One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

**ELEVATOR, Feed Mill** and home for sale. A money making proposition. Price \$5,000. Selling on account of wife's health to go West. Address Field, Box 4, Grain Dealers Journal, Chicago, Ill.

**GOOD LOCATION** for Elevator! Frances, Ind., 12 miles south of Indianapolis, on Indpls. Sou. R. R. New town. New R. R. Rich farming Country. Come and see for yourself—or write I. F. Harris, R. F. D. No. 18, Greenwood, Indiana.

**ELEVATORS FOR SALE.**—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 3 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

**WILL SELL** my 30,000 bu. Elevator in first-class shape, located Western Ind., in county seat town of 2,000 at junction of two railroads. Best shipping facilities to any market. Wholesale & Retail Flour & Feed business in connection. Handle Grain & Seeds, all kinds, and enjoy good business. Address Ref. Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—A bargain for some one. Elevator, grist mill, cider mill and vinegar factory all connected. Situated in Eastern Kansas in a fine thriving country. The only plant of its kind within a radius of 15 miles. Gas power, cheapest on earth. Good shipping point. Stone's throw from a brand new depot on A. T. & S. Fe. Good money maker. Owners leaving for Europe. For further information address Eastern Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

**ONE NEW** cribbed Elevator for sale; equipped with sheller, cleaner, automatic scale, man lift, and 25 h.p. Fairbanks Gasoline Engine. 26 x 28 ft. on ground. One cribbed Elevator, slightly smaller than above. Fairbanks Dump Scale and gasoline engine and necessary loading machinery. Outside corn crib. Both elevators located on C. & A. in Central Ill. Owner can live in large town. Operating expense cheap. Both are one man elevators. Have made money. Reason for selling, sickness and other business. Price for both, \$10,000. These will pass close investigation. Price is cheap for quick sale. Crops good for this year. Corn out of way of frost. Address Rook, Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—A splendid bargain in an elevator. This elevator is located in a town of 6000 people, within a block of the public square on a paved street, surrounded by other business, and a splendid location for the coal and feed business. Elevator will hold 10,000 bushels of grain, is equipped with feed mill, corn sheller, cleaning machinery, and electric power, 20 h.p. One man can handle the office and elevator, with extra help to load cars. The station will handle 400 cars of grain this season, regardless of the fact we lost half our wheat and all of our oat crop by excessive rains during harvest. Competition easy. Price \$5000. \$2000 cash, balance on any terms you want. Address Oklahoma, Box 6, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**FOR SALE:** My elevator at Brokaw, Ill. Will make price right and terms to suit purchaser. A fine proposition for young man with small capital. Small house goes with elevator. J. C. McCord, Bloomington, Ill.

**ELEVATORS FOR SALE.**—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

**FOR SALE.**—60,000 bushel cribbed elevator plant, including corn cribs, coal houses, etc., handling 300,000 bushels grain annually. Plant in first class condition, all well equipped. Price \$8,000. Address Rola, Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana, does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

**TWO ILLINOIS ELEVATORS** for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.**—A No. 1 Cribbed Elevator, fire-proof, covered with corrugated iron. 18 h. p. G. Engine, 2 feed grinders; hopper scales and wagon; all Fairbanks Scales; fine coal sheds. Only grain and coal dealer in town. Also another small elevator in this town which I have leased and same can also be bought by the same party that buys my two elevators. Also an elevator at Dumfries, Iowa, next station from here; only elevator; no competition. Do not sell coal at Dumfries. Located on Wabash R. R. Mostly German settlement. Good paying places for right party. Possession given at once. All houses are in the best of shape, good as new. All of the new crops are back yet; anyone buying, can have benefit of crops. Reason for selling, too much business for one man; and also other business to look after. Address H. F. K., Box 5, Grain Dealers Journal, Chicago, Ill.

**PARTNERS WANTED.**

**PARTNER WANTED.**—In one of the best grain propositions in Southwestern Minnesota and South Dakota. Want party to take active interest— $\frac{1}{4}$  or  $\frac{1}{2}$  interest to right party. A chance of a life time. Address Thirteen, Box 6, Grain Dealers Journal, Chicago, Ill.

**A PARTNER****HELP or a POSITION,**

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



## ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

WILL BUY one, two, or three well located elevators. Correspondence considered confidential. L. Kimm, Marion, Ia.

WANT to trade equity in good 160 acre Minnesota Farm for elevator in Northern Minn. or North or South Dakota. N. N. Biever, LaMoure, No. Dak.

MY EQUITY of \$4,000 in fine improved farm to exchange for elevator, will put in some cash. Address Per, Box 4, Grain Dealers Journal, Chicago.

WANTED—to trade for a good elevator in Neb. or Iowa; doing a good business; will trade Eastern Colorado land at \$10 per acre. This land is fast advancing. Address Box 4, Hyde, Colo.

ELEVATOR WANTED.—In Central Ill., Eastern Nebr., or Western Iowa, handling not less than 125,000 bu. annually. Write full particulars in first letter. Address Box 76, Hudson, Iowa.

## MISCELLANEOUS.

WANTED—Present address of Fred Faulkner, formerly manager of the Colorado-Nebraska Grain & Hay Co. Address I. B. Dunn, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. If you want a bargain in anything, GO TO THE MARKET. We are the market in elevators, and always have the best money can buy. John A. Rice, exclusive elevator broker, Frankfort, Ind.

ELEVATORS FOR SALE—Just the kind you are looking for, and at prices to suit your purse. Let me know about what you want, and how much you wish to pay, in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

ELEVATORS FOR SALE. We have some great bargains in a radius of 50 miles of Danville, Ill. All sizes and prices. Also some specials at \$20,000 to \$50,000. Then a great line at \$4,500 to \$7,500. John A. Rice, Broker, Frankfort, Ind.

ELEVATORS FOR SALE—A few nice bargains for \$5000 to \$7500 in good corn and oats territory, in towns where there are good schools and churches, not far from Chicago. You will make no mistake if you get any one of them. James M. Maguire, Campus, Illinois.

## HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

W. D. POWER & Co., Commission Hay and Straw, 601 West 33rd St., New York, are in the market at all times for large and small Hay of a good quality. Will purchase outright or handle on commission. Correspondence solicited.

## CATS FOR SALE.

MONEY in raising Angora Cats. Have few queens and kittens—prize winning stock. Will sell reasonably. Correspondence solicited. Fair Oaks Cattery, 5648 Frink St., Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED.—As manager of grain elevator. Have had several years' experience and can furnish reference. Address Box 125, Bethalto, Ill.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION wanted as Mgr. of country eltr. Age 38; married. 9 yrs' exp. A-1 references. Strictly temperate. Address Les, Box 6, Grain Dealers Journal, Chicago.

SITUATION WANTED.—By married man, as grain buyer, or to handle elevator. Can furnish references. Speaks German and English. Address Adam Ziegeweid, Hebron, N. D.

SITUATION WANTED as manager or buyer, Iowa preferred, by experienced grain man; references furnished. Address C. F. Hasty, formerly of Palmer & Hasty, Kalona, Iowa.

POSITION WANTED.—By experienced man, aged 30, in elevator, excellent judge of grain and seeds; barley expert; speaks German. Address Fred, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED.—by experienced grain man as traveler or manager for country elevator. I am thoroly competent to make good; have been in business for myself for 8 years. Best of references. Address B. E. R., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED.—By young married man as manager of eltr. with some good grain firm. Four years experience in the grain business, 3 years as manager but owing to change in firm would like to correspond with any one who is in need of a good man. Can handle the office work and understand the handling and care of machinery and grain. Reference furnished by firm at present employed with. Address Box 82, Stone Bluff, Ind.

## FEED FOR SALE.

OFFER—Buckwheat Feed for present and future shipment. H. J. Klingler & Co., Butler, Pa.

## MILLS FOR SALE.

FOR SALE—One hundred fifty-barrel flour mill in good wheat country. Been built one year. Write C. W. Trippy, Ringwood, Okla.

OKLAHOMA MILL FOR SALE.—New mill, doing a good business, 130 bbl. Everything in good order; fine wheat country. Address Box 82, Bridgeport, Okla.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

MILL FOR SALE—Modern, up-to-date, in excellent repair. Running every day. One Hundred Fifty barrels capacity of flour. Fifty barrels of meal. Nice line of cash car-lot customers. Address, J. W. Moran, Lamar, Mo.

WANTED: An experienced flour mill man to buy stock in a 125 barrel mill and operate, or to buy all. Mill is new located in corn and wheat country and has a good business already established. Allis-Chalmers machinery. Corn meal outfit in mill. Will make 200 to 300 bu. meal per day. Cause for selling, bad health. Address H. K. Holman, Fayetteville, Tenn.

FOR SALE OR LEASE  
A MILL MAKING BREWERS' GRITS,  
FINE CORN MEAL AND  
HOMINY.

One of the most complete corn product plants in the United States, at Portsmouth, Ohio; city 30,000; at foot of famous Scioto Valley. Largest corn producing valley in Ohio. Large established trade, export and local. Will sell at big bargain or lease for term of years. Terms to suit prospective buyers. Must be sold at once. Write or wire H. S. Grimes, Pres. Portsmouth Cereal Co., Portsmouth, Ohio.

## HELP WANTED.

WANTED—An experienced Elevator Man, capable of judging grain and running corn mill. Address Pennsylvania Elev. & Supply Co., Indianapolis, Indiana.

WANTED—A competent and experienced Manager for Machinery Supply business, located at best point in the Northwest. Must take half interest in business, with \$3000 to \$5000 capital. Address Machinery Dept., 315 Pearl St., Sioux City, Ia.

## DO IT NOW.

### GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

**ENGINES FOR SALE.**

**GASOLINE engines for sale, 10 h.p.** Temple Pump Co., 15th Place, Chicago.

**FOR SALE**—15 h.p. Fairbanks & Morse Engine. A bargain if taken at once. Wallace Machinery Co., Champaign, Ill.

**FOR SALE**—Bargains in second-hand gas and gasoline engines, from 3 to 35 H.P. C. P. & J. Lauson Co., 841-7 Thirtieth St., Milwaukee, Wis.

**WE HAVE** for sale a heavy duty Hamilton Corliss engine, 24x48 in., in good condition. For full particulars call on or write Bemis Bro. Bag Co., St. Louis, Mo.

**FOR SALE**—A sixteen to twenty horse power Lewis Gasoline Engine in good running order. Will sell at a bargain, as we have no further use for it, having installed Electric Drives. The L. Burg Carriage Co., Dallas City, Ill.

**FOR SALE**—One 16 H.P. Columbus gasoline engine of the four-cycle horizontal stationary type. This engine has been used but little and is guaranteed in perfect order. McGregor Light & Lumber Co., McGregor, Iowa.

**GAS AND GASOLINE ENGINE BARGAINS.**

75 H. P. Ajax, used only 3 mos., \$1250; 44 H. P. Otto, \$750; 22 H. P. Fairbanks-Morse (good as new), \$500; 18 H. P. Olds, used less than 2 mos., \$500; 12 H. P. Lewis, \$250; 12 H. P. Fairbanks-Morse, portable, \$400; Other sizes at proportionate prices. Also new and second-hand boilers and engines, mill and elevator machinery, belting, pulleys, etc. Peters & Edholm Co., 10th & Douglas Sts., Omaha, Neb.

**GAS ENGINES FOR SALE.**

25 H.P. Fairbanks Morse.  
20 H.P. Fairbanks Morse.  
15 H.P. Fairbanks Morse.  
2-12 H.P. Fairbanks Morse.  
6 H.P. Fairbanks Morse.  
16 H.P. Lewis.  
22 H. P. Foos.  
25 H.P. Columbus.  
6 H.P. Columbus.  
8 H.P. Otto.  
Also fifty engines of smaller sizes and all makes. A. H. McDonald, 62 W. Monroe St., Chicago, Ill.

**BALE TIES FOR SALE.**

**HAY BALE TIES.**  
Large stock, low prices.  
Prompt shipment. Write us.  
J. G. Hermann & Co., Indianapolis, Ind.

**MACHINES FOR SALE.**

\$75. buys a No. 177 Eureka Double Receiving Separator, has only cleaned three cars wheat. Address Lenapah Grain & Hay Co., Lenapah, Okla.

**FOR SALE**—One Barnard-Leas Clipper and Scourer, suitable for oats or wheat, with shaker shoe and sieves; can be used for cleaning only; capacity about 600 bushels per hour. Strictly first-class shape. Price \$75. Address B. Strong Grain & Coal Co., Conway Springs, Kansas.

**FOR SALE**—1 Western Corn Sheller No. 2½. Capacity 400 to 500 bu. per hour. 1 Marseilles Corn Sheller, size 1, capacity 400 to 500 bu. per hour. 1 Western Suction Fan, 45 inch fan, capacity 500 bu. per hour. These machines have been thoroughly repaired and are first class. Address A. H. Richner, Crawfordville, Ind.

**ENGINES AND BOILERS.****GOOD BOILERS FOR SALE.**

4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.  
Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

**FOR SALE**—80 h. p. boiler and engine; good order. Grinder and clipper; as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

**FOR SALE**—1 45 h. p. Atlas Boiler; 48 flues; 16 ft. extension stack, fair condition. 1 9x12 automatic self-containing, center crank, 34 h. p. Atlas engine. Only used short time, good condition. John A. Eby, Holt, Mo.

**FOR SALE.****ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P.  
Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P.  
Pumps, Heaters, Tanks, Saw Mill and General Machinery.  
Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

**MISCELLANEOUS FOR SALE.**

**BARLEY GERMINATOR** For Sale. Made of glass; has eight glass shelves. Size of box 7½x10½x11. Price \$5.00. Address Germinator, Box 5, Grain Dealers Journal, Chicago.

**GRAIN FOR SALE.**

**FOR SALE**—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

**NEW WHEAT: TURKEY** hard and ordinary. **MILLING** wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

**RICE PRODUCT; FOR SALE.**

**RICE PRODUCTS FOR SALE**—Rice bran (20% protein and fat guaranteed) rice polish and finely ground, or unground rice hulls, carload lots or large contracts. Write P. G. Sackenreuther, Broker, Houston, Texas.

**MISCELLANEOUS FOR SALE.**

**GRAIN TESTERS:** Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

**FOR SALE**—Fifty-four 4-inch tubes, suitable for 14-foot boiler. Guaranteed to be in first-class condition. Price very reasonable. D. Rothschild Grain Co., Davenport, Iowa.

**SCALES FOR SALE.**

**SCALES** for elevators and mills; low-price prices. Chicago Scale Co., Chicago.

**FOR SALE** one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

**ONE 600 BU.** Fairbanks hopper scale good as new, for sale. Address McLeod Bros., Bloomington, Ill.

**FOR SALE:** New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

**SCALES** of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

**STANDARD SCALES** for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

## Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

**GRAIN DEALERS JOURNAL**  
255 La Salle Street, CHICAGO, ILL.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.  
Order Form 380. Price, \$1.50

**GRAIN DEALERS JOURNAL**  
255 La Salle Street, CHICAGO, ILL.



## GRAIN WANTED.

**MILLING BUCKWHEAT** Wanted.  
Benton Roller Mills, Benton, Pa.

**MILLING BUCKWHEAT** wanted.  
Address H. J. Klingler & Co., Butler, Pa.

**MILLING BUCKWHEAT WANTED.**  
Address H. H. Emminga, Golden, Ill.

**MILLING BUCKWHEAT WANTED.**  
D. Gratz & Son, Tecumseh, Mich.

**MILLING BUCKWHEAT** wanted.  
Miner-Hillard Milling Co., Wilkesbarre, Pa.

**MILLING BUCKWHEAT** wanted.  
Prattsburgh Roller Mills, Prattsburgh, N. Y.

WE ARE in the market for speltz in car lots. Send liberal sized samples.  
Moore-Lawless Grain Co., Kansas City, Mo.

**HOT AND DAMAGED CORN** of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

WE ARE in need of Buckwheat Grain. Mail sample with price delivered track  
Detroit, Mich. Commercial Milling Co., Detroit, Michigan.

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The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.

ASK FOR OUR DAILY BIDS  
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Salvage Grain, Screenings and  
Off Grades of Grain and Feed

WM. B. GALLAGHER  
72 Pearl Street - - BUFFALO, N. Y.

## CLOVER AND TIMOTHY

We buy and sell. Please send in your samples or ask for samples and we will quote you prices either way. If you have any other seed to sell or if you are in need of any we handle all kinds.

STOCKER SEED CO., Peoria, Ill.

## Seeds

Medium  
Mammoth,  
Timothy and  
Alsike

We make a specialty of Clover,  
free from Buckhorn. Ask for  
Samples and Price delivered.

O. GANDY & CO.  
South Whitley Indiana

## SEEDS WANTED.

**FIELD SEEDS** and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

**SEEDS WANTED**—Clover, Timothy, Blue Grass, Orchard, Millet, etc. Send samples, D. I. Bushnell & Co., St. Louis, Mo.

**WANTED.**—Alsike badly mixed with timothy, Clover badly mixed with buckhorn. Send large samples and lowest prices. Address Samuel Franks, Millersburg, Ohio.

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**NEW BRAN:** We are making prices for September and October shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

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**NEW BURLAP BAGS** made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

## ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

## SEEDS FOR SALE.

**MEDIUM** clover seed for sale. Get samples and price. W. C. Raucher, Lockridge, Ia.

**CLOVER SEED** for sale. Name quantity and grade wanted. H. H. Emminga, Golden, Ill.

**FOR SALE**—Clover and Timothy Seed fine quality. Send for samples. A. D. Hayes, New London, Iowa.

**FOR SALE**—Little Red Clover seed, absolutely guaranteed free from buckhorn. Branch Grain & Seed Co., Martinsville, Ind.

**SEED FOR SALE**—C-a-r' L-o-a-d-s o-r l-e-s-s. Alsike, Timothy, medium, or Mammoth Red Clover. We sell by sample or by official grades. Nathan & Levy, Ft. Wayne, Ind.

**CLOVER SEED.**—Mammoth, Little Red, Alsike. No Buckhorn. Write for samples and prices. Oats and Corn, straight or split cars. Bourbon Elevator Co., Bourbon, Ind.

**THE BEST ALFALFA SEED** GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

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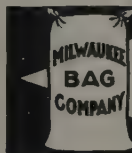
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Substitute for bran in dairy feeding.

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Financial Responsibility \$1,000,000.00

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Made in Eleven Sizes

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A VARIETY OF SCREENS  
DEPENDABLE GUARANTEED**

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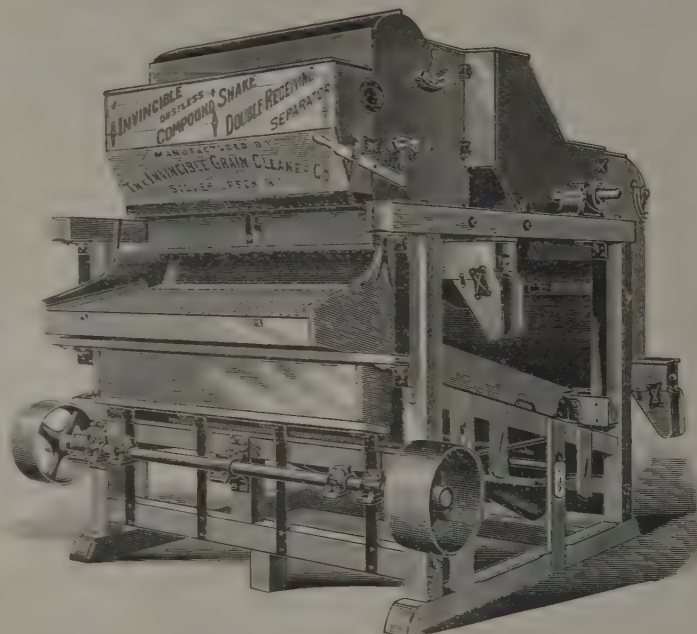
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oats or wheat the

## Beall Rotating Cleaner

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REALITY, in a class by  
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Guaranteed to be the best cleaner  
in the market at any price.

**The Beall Improvements Co.**

Decatur, Ill.



## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month  
by the

### Grain Dealers Company

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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 25, 1908.

GRAIN bot right is half sold.

NOTHING so effective as a carefully coopered car to reduce shortages. Try it.

RIGID grading at the farmers wagon will insure less "mis-grading" at terminals.

KING CORN has grown so old and tough Jack Frost fears to tackle him. Anyhow it would now be in vain.

"SCALEAGE" is a new excuse, devised by the Northern Central Railway, for special use in scaling down shortage claims.

COUNTRY GRAIN BUYERS who permit sellers to dictate prices experience difficulty in realizing a profit from the transaction.

CHOLERA threatens to interfere with the grain trade of Europe, but so far, it is nothing but a threat, and the speculators have used its full force.

"NATURAL SHRINKAGE" rule has been abolished by railroads entering Philadelphia so far as concerns claims for shortage filed by receivers of that city. Persistent, energetic fighters only receive fair treatment at the hands of railroads now days.

THE farmer's wish that grain buyers always fight for grain has not been enacted into law. Cultivate your competitor, he is a better fellow than you think.

CAREFUL classification of receipts from wagons makes shipments more uniform and relieves shipper of being charged unjustly with attempting to plug his load.

RAILROAD EMPLOYEES and investors have organized an Ass'n. to promote their own selfish ends at the expense of the shipping public. The prime purpose, of course, is to scare the politicians.

MIRACLE SEED WHEAT is the name of a new wonderful variety which is expected to rival, if not outdo, even the Alaska wonder of Julietta, Idaho. The crop of credulous suckers must be unusually large this season.

ST. LOUIS receivers are busy preparing to entertain visiting grain dealers next month during the annual meeting of National Ass'n and judging from the scarcity of accommodations at headquarters the attendance is sure to be large.

ARE YOU going to the St. Louis Convention of the Grain Dealers Nat'l Ass'n Oct. 15, 16 and 17? Then so inform us and we will publish your name among those who will attend and friends desiring to meet you will arrange to be there.

GRAIN grading correspondence school is one of the latest remedies prescribed by the White Letter M. D. for the ills of shippers. A few days each crop year on the in-inspection tracks of their favorite terminal would teach them much.

ALTHO the Kansas City Board of Trade did not secure the desired injunction to restrain the Missouri Warehouse Commission from weighing grain in public elevators it is not disheartened. It has the earnest wishes of grain shippers everywhere for early success. Out with the political grafters.

UNCLEAN WHEAT is not outlawed by any of the outstanding Pure Food Laws, but if farmers continue to market so much dirt, an amendment to the law may be necessary, in order to relieve wheat grain buyers from accepting all the rubbish of a township as pure wheat, and at pure wheat prices.

THE ANTI-GRAIN TESTER LAW of Indiana, published in our column devoted to "Asked Answered", this number, may be a dead letter, so far as the trade is concerned, but if not enforced, it should be repealed. It is a very foolish law, founded alone on a very narrow prejudice. The grain tester can and is being used nearly everywhere, to the advantage and protection of both buyers and sellers.

COUNTRY SHIPPERS who have buckwheat grain for sale will serve their own interests by consulting the "Grain Wanted" column of this Journal. There seems to be an unusual demand for milling buckwheat and dealers who are so fortunate as to have it to ship will no doubt realize a good profit.

THE Southern Minnesota grain buyer who converted \$367 of his employer's money to his own use is now serving time in the penitentiary. This should serve as a powerful warning to other agents, not to use employers' funds for their own needs. The small loan generally leads the way to larger ones.

A FEW shrewd railroad officials continue their selfish efforts to induce the people of the country to believe that an increase of freight rates would be followed immediately by a full measure of prosperity. They do not say that this prosperity would be confined to the railroads' raising rates, but, of course, that is what they mean.

COUNTRY BUYERS who raise their own bids at the behest of farmer patrons, by so doing, prove their unwillingness to pay what grain is worth, unless forced to do so. The buyer who posts his prices every morning and refuses to waver therefrom during the day, except that he learn of a marked decline, wins a reputation for fair dealing.

MEMBERSHIP in an association which does not require all members to settle or arbitrate trade differences can not be accepted as a recommendation for fair dealing, in fact outsiders would involuntarily show a preference for dealing with non-members who make no pretenses. The Ass'n of today must live up to its own ideals or fall by the wayside.

THE Pittsburg Grain Co., which has been devoting most of its attention to handling produce, has discontinued business, disappeared, and poor shippers are wondering to whom they shall look for their money. If they had adopted a rule not to consign to dealers who were not members of an organized exchange, they would have escaped this latest trap set for them.

IF SHIPPERS would confine their dealings to members of organized exchanges in the central markets, they would experience fewer losses and have an opportunity of settling differences by arbitrations before fairly disposed committees. A sidewalk broker who has nothing except what he is permitted to exact from shippers, should not be tolerated in an organized market. His facilities for disposing of the shippers' product are so inferior, he cannot possibly realize as much as an exchange member, who has the privilege of exhibiting samples in the public trading mart.

OMAHA'S Chief Inspector has made an appeal to country shippers to warn farmers against permitting their corn to lay on ground until ruined and then kick because they are unable to sell it at the price of No. 2. If the present crop is well cared for, from now until the time it is shipped, the percentage of shipments arriving at destination hot, will be comparatively small.

A NEW YORK EXCHANGE has expelled a member for reckless trading, which its directors denounce as unbusinesslike. The influence of the different exchanges in the regulation of trade methods has always been good, and, no doubt, henceforth restrictions will be multiplied to the end that fair and honorable dealings shall be more necessary, in order to retain membership.

ONE ILLINOIS elevator was sacrificed to sparks from a passing locomotive last week, and another was saved by a narrow margin from destruction by fire, due to cobs rolling down into boiler room and catching fire. The loss of elevator property in either case was entirely unnecessary, and preventable. Without doubt, more elevators are sacrificed thru unnecessary carelessness of this character than are destroyed by unpreventable fires.

BUCKET SHOPS have recently been driven out of Oklahoma, Connecticut, New York, and several other states, which shows very clearly that the legislative mind has at last been able to conceive of the real character of the swindling bucket shop, which, like the Faro Bank Keeper, claims to be the "real thing." No doubt, the legislatures which meet during the coming winter will effect a further reduction in bucket shop territory.

AN INDIANA newspaper, published in a town which possesses an elevator, but not a buyer of clover seed, advertises the business opening by attempting to bluff the local grain dealer into speculating in seed. It is not a difficult matter to learn enough about the seed business to handle it at a profit, if a real live man will apply himself to the problem; but it is not so easy as the grain business, and when the losses do come, they come heavy.

IT IS gratifying indeed to note that the different grain trade organizations of the country are slowly but surely coming to the adoption of the uniform practice of expelling members who refuse to arbitrate trade differences. The latest organization to take this stand and expel a member, is the Board of Trade, of Indianapolis, Ind. That organization which will not insist on fair dealing, cannot expect to attract men who are disposed to deal fairly with others.

GRAIN DEALERS should go to the Annual Meeting of the National Ass'n, prepared to take steps which shall bring about the early adoption of uniform rules governing the grading of grain in every market in this country. The old indefinite rules with their elastic terms and widely varying requirements, should be displaced by clear, specific and uniform rules.

GRAIN SHIPPERS interested in the troubles encumbering their business, by reason of effective legislation, should read carefully the recommendations of the Legislative Committee of the National Industrial Traffic League, which are published elsewhere in this number. We feel certain that every recommendation there will receive a hearty second from the shippers who pay the bills.

THE Bills of Lading reproduced in this number and recommended for use by the National Industrial Traffic League, can be used by any shipper who desires, as no carrier can refuse to accept and forward property subject to its legal obligations. If carriers refuse to adopt these forms, as recommended by the League, then the individual shippers should print their own forms and insist upon carriers signing them, as a receipt for freight entrusted to them for transportation.

GRAIN BUYERS who indulge in over-bidding, to the extent that streets leading to their elevators are crowded with wagons, must be impressed by the folly of their own selfishness. It is much better for a dealer to keep his money and let competitors have the grain, than to exchange his money for grain at prices above what he can get for it, and it is only cases of fierce competition, such as existed at Mardenis, Ind., recently, which induce the farmers to insist on marketing all the grain in one day.

TRAVELING men representing commission houses should be a source of information to country shippers. A representative of a well known house who has been on the road for 16 years and solicits nothing but consignments says he is able to secure business for his company where the other fellow fails who represents an equally well known house, because he knows and talks the business from A to Z. That is, a grain shipper upon whom he recently called said to him, "You have told me more about the intricacies of the grain business which I have wanted to know in the two hours you have been here than all the rest of the traveling men put together. They usually make a few perfunctory remarks about grain and then glide off into every other subject under the heavens, but the one I am interested in." Traveling representatives who know and talk the grain business win the respect and business of the shippers by helping them.

STORING GRAIN without charge is always a very expensive practice for the grain elevator operator, and often is an extremely expensive practice for the farmer. The elevator man needs the room, so he ships out the grain and sells it for his own account, only to be caught short when the farmer, following a marked advance in the price, calls for a settlement. The elevator man should buy the grain outright, or refuse to receive it unless he has extra storage room, which he can spare at a reasonable storage charge.

SWITZERLAND is ignoring the experience of Brazilian states, which have attempted to "bull" the coffee market by buying and storing succeeding crops, and is said actually to be considering the advisability of buying and storing wheat. Every time a Government has attempted to monopolize food products in modern times, it has failed, and deserved to fail. Even the state of Minnesota, which bot a site for an elevator at Duluth some 17 years ago, is now seeking authority to dispose of the ground. Such rank paternalism merits disaster.

NEWPORT NEWS certificates will be tenderable on contracts on the London Corn Exchange after Oct. 1, and, no doubt, the Grain Inspection Committee of the Newport News Chamber of Commerce, will henceforth make a more earnest effort to keep the confidence of foreign dealers. Passing any old stuff to a contract grade may please the shipper, but it is sure to bring the inspection authority into disrepute with buyers in short order. Foreign buyers, now that they have learned the power they have in this matter, will be very likely to use it against careless and dishonest inspectors.

OHIO has a statute, making it the duty of factory owners to countersink or cut off bolt-heads and set-screws on revolving machinery which might otherwise project beyond the surface of the revolving part. Some states may be without such a statutory provision, but the elevator owner who permits such exposure, holds himself liable for heavy damages, resulting from injury thereby, to his employees. It is a simple and easy matter to protect such projections with the collar lapped in such a way as to prevent its catching on clothing. The expense is so small, none can afford to be without the protection.

LINE elevator companies of the Northwest are beginning to recognize the folly of building so many elevators at a station and at some stations part of the elevators are closed. At Slayton, Minn., three of the four elevators are closed and all grain now marketed at that station is handled thru one house. Minnesota and the Dakotas have more idle elevators which have been closed for years than all other states combined, because the number of elevators erected at a station has generally been limited only by the number of sites the railroad was willing to grant. Had sites been granted only to grain firms willing to agree to keep elevators open each business day of the year not one-fifth of the houses would have been erected but all would be larger and thoroly equipped to handle grain to advantage.



## OBJECTIONABLE CONDITIONS OF THE UNIFORM B/L

Grain shippers do not seem to be giving the serious consideration merited to the objectionable conditions of the proposed uniform B/L which were published in full on page 113 of the Grain Dealers Journal, for July 25.

A very unfair provision of the bill, recommended by the Interstate Commerce Commission, relieves railroad companies of liability for loss or differences in the weights of grain or seeds, due to discrepancies in elevator weights. The property is in the care of the railroad company, and ordinarily it should be liable for any discrepancy. In any case, such losses cannot be settled by rule. Each case should be settled on its merits, and we believe that no law or court will sustain any carrier in an attempt to settle claims, according to an arbitrary percentage rule. No facts or argument can be presented in defense of such an unreasonable practice, and for the Interstate Commerce Commission to recommend such a practice shows how densely ignorant it is of the grain business; and proves, beyond a doubt, that it either turned a deaf ear to the arguments of the representatives of the grain shippers, or else none such were permitted to speak.

Another impractical provision of the new bill, is that claims be presented either at points of destination or origin, within four months. Experiences of shippers who buy grain in the West and divert it to eastern interior points, proves such a provision to be unreasonable and impracticable. If the claim is a just one, the carrier should be as liable six months or a year as it was four months thereafter. Oft times, it is months before the loser discovers his loss, and this not through any dereliction upon his part.

At large grain centers and terminals, it has been the practice of railroad companies to cooper grain cars carefully, without cost to shippers. They should be required to place their equipment in condition to receive grain in the form they are willing to transport it, and at all stations.

A few railroads have refused or neglected to supply all the grain doors needed. Those who have pursued this penurious policy have invariably regretted it. If shippers were to tolerate the condition of the new B/L, as to cost of coo-erage, it would not be long until the carriers were demanding that shippers furnish their own cars. The condition is contrary to past practice, and shippers should avail themselves of every opportunity to protest most vigorously against its enforcement.

Another objectionable condition of the new bill is that carriers may deliver grain in bulk to a public or licensed elevator, unless it receives prompt instructions regarding its disposal. The bill does not require the carrier to notify either con-

signor or consignee of shipment's arrival at destination. As has been pointed out in these columns several times heretofore, the provisions of the bill are not fair to the grain trade, and show most pointedly the influence of railroad selfishness. No grain shipper can afford to sign such a bill, as some of the railroad officials are foolish enough to think they will be willing to do.

## DOCKAGE CLAIMS TO ALLOW FOR "NATURAL SHRINKAGE."

Our request for facts concerning dockage of shortage claims to allow for "natural shrinkage" has disclosed wide variation in the practice of the railroads and even in the practice of different officials of the same road which constitutes unlawful discrimination. They insist upon allowances all the way from  $\frac{1}{4}$  of 1% of the claim to  $\frac{1}{2}$  of 1% of the invoice weight, and in Baltimore one road asks 30 lbs. more to allow for "scaleage" as is reported in the following:

The Penn. R. R. insists on all grain shortage claims being docked from  $\frac{1}{4}$  to  $\frac{1}{2}$  of 1% for "natural shrinkage" before it will settle. EXCEPT IN PHILADELPHIA, where it has abolished the arbitrary rule and now settles each claim on its merits.

The N. C. R. R. at Baltimore not only insists upon claimants for shortages allowing a deduction of  $\frac{1}{4}$  of 1% of the original weight of the shipment account of "natural shrinkage," but also demands 30 LBS. PER CAR FOR SCALEAGE.

The N. C. & St. L. E. R. insists upon an arbitrary deduction of  $\frac{1}{4}$  of 1% to allow for "natural shrinkage" before it will pay claims for shortage.

The Western & Atlantic R. R. insists upon a deduction of  $\frac{1}{4}$  to  $\frac{1}{2}$  of 1% in all shortage claims to allow for "natural shrinkage."

The B. & O. S-W. R. R. insists upon an arbitrary deduction from each shortage claim before payment.

The C., C. & St. L. R. R. insists upon an arbitrary deduction from each claim for shortage to allow for "natural shrinkage" before it will settle.

The Vandalla R. R. is insisting upon shippers allowing an arbitrary deduction from each shortage claim for "natural shrinkage" before payment.

The L. & N. R. R. refuses to pay shortage claims unless claimant will permit a deduction of  $\frac{1}{4}$  of 1% to allow for "natural shrinkage due to defective cars."

The C., M. & St. P. R. R. refuses to pay claims for loss in transit unless an arbitrary deduction for "natural shrinkage" is allowed.

The Chi., Ind. & So. R. R. offers to pay claims for losses of grain in transit if the shipper will grant authority to reduce his claims one-half of 1%.

The Mo. Pacif. R. R. deducts one-half of 1% from shortage claims filed by Nebraska shippers, but in Kansas where the shippers are organized and prepared to oppose unjust exactions each claim is now settled on its merits without any fixed deduction.

The Wabash R. R. refuses to pay shortage claims unless shippers allow an arbitrary deduction to allow for "natural shrinkage."

The varying practices of the different roads show conclusively that if shippers will concede carriers 1/100th of 1% they will persistently grab for more. The mythical "natural shrinkage" seems not to be sufficiently elastic to meet the wants of the Northern Central R. R., so its versatile claim agent has produced a new dockage called "scaleage," and he attempts to shrink every claim for shortage 30 lbs. to allow for it. Can it be possible this nifty thief has never heard of "rattage," "spillage" or "stealage"? We feel certain that if the shippers will stand for his autocratic extortion he will readily devise excuses for paring down their shortage claims to nothing and other guardians of railroad cash boxes will quickly adopt his methods. Some may surpass him in shrewd grasping.

If a carrier were to lose a car of grain

no court would countenance a reduction of the shipper's claim, neither would it support a reduction to allow for "natural shrinkage," because carriers cannot prove any shrinkage to be natural. The waste in handling where cars are carefully coopered and the grain is weighed and handled with modern facilities is infinitesimal. Soon after the Railroad Claim Agents met in Chicago three years ago and by resolution, but without any practical experience in the grain business, established the exact amount of the "natural shrinkage" on each car of grain transported in this country, the Peavey Eltr. Co. searched the records of 3801 cars of grain shipped in 1904 from its Kasota transfer elevator, which was equipped with large hopper scales, frequently inspected, to five terminal markets having up-to-date weighing facilities, and the average shortage was found to be 45 lbs. The average shortage on 1,400 cars shipped early in 1905 was 47 lbs. per car. Since then many policemen have been placed in the yards of every terminal and cars are guarded more vigilantly at every junction point so the stealage has been greatly reduced.

At the annual meeting of the Iowa Grain Dealers Ass'n in May, 1906, it protested against the deduction and denounced it as unjustifiable. At the same meeting the Railroad Claims Committee reported an actual shrinkage of less than 1/7th of 1% on 226 cars containing 13,838,315 lbs. of grain at loading point. At the annual meeting of the Tri-State Grain Dealers Ass'n the following month, the sec'y reported that it had been proved to the satisfaction of most freight traffic officials interested in his territory that the shrinkage was from 1/10 to  $\frac{1}{8}$  of 1% and they receded from their position only to renew their demands later for a deduction of  $\frac{1}{4}$  of 1%. However, the Tri-State Ass'n would not stand for this exaction and started suits to force settlement of shortage claims without any allowance for "natural shrinkage." Whenever service was obtained on a road its attorneys would appear and settle, as well as pay costs of suit, showing very clearly that they knew they could not justify their demand for an arbitrary allowance, but that they proposed to exact it whenever shipper would stand for it.

In a letter published in this Journal for July 25, '07, Commissioner Franklin K. Lane declared that if formal complaint were filed with the Interstate Commerce Commission it would be incumbent upon carrier to prove the deduction reasonable, and if it were shown that different shippers were granted different allowances, then it would be guilty of discrimination.

Several states have laws requiring carriers to deliver at destination, the full amount of grain received at the initial point. The Illinois law is quoted in "Letters from Dealers" in this number. It is their plain duty to do so in every state and when they accept the grain for transportation, a contract for full delivery is implied.

The forced deduction is absolutely indefensible and unreasonable, but will be practiced just so long as shippers will tolerate it. Railroad agents have asked and been granted permission to defend the deduction for "natural shrinkage" in these columns, but we have never heard further from them, so presume that even they were convinced by a little study that the forced allowance was a steal pure and simple.

We will be pleased to hear further from shippers on this deduction

# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### ASK ALLOWANCE OF $\frac{1}{4}$ OF 1% OF FULL INVOICE.

*Grain Dealers Journal:* In compliance with your request in Journal 10th inst., wish to advise that we, this day, in receipt of request from Penna. R. R. to deduct from amount of shortage claim,  $\frac{1}{4}$  of 1% of full invoice for natural shrinkage. This arises from claim on car of wheat delivered by Penna. R. R. to B. & O. Southwestern at Cincinnati, and this request may be made in compliance with a similar request from the connecting line. However, same comes to us from Penna. R. R. Yours truly, Camden Elevator Co., E. C. Eikenberry, Camden, O.

### R. R.'S FIGHTING FOR SHRINKAGE ALLOWANCE.

*Grain Dealers Journal:* We note in the current issue of the Journal, an editorial in which you state that if there are now any Railroads docking grain claims for natural shrinkage you would like to know it. We have had recent requests from both the Vandalia and Pennsylvania lines asking for this allowance which we have declined to give them on the grounds that they could furnish no satisfactory evidence that such shrinkage actually occurred. We are also having trouble with the Wabash, but with none of the other railroads. The roads mentioned are paying some of our claims without this allowance, while on others they are fighting for it.—F. P. Hoosier, Indianapolis, Ind.

### WILL IMPROVE CINCINNATI'S WEIGHING BUREAU.

*Grain Dealers Journal:* Some one, with a grievance, or an overcharged imagination, has given you anonymously, an intimation of crookedness in the weighing system of the Cincinnati Chamber of Commerce. To correct this impression please allow me to give you the facts as I know them to be.

In 1906 the Chamber organized the "Weighing Bureau" with rules governing same, which has been in operation with reasonable satisfaction, both to receivers and shippers.

But, which like all human institutions, was found not to be perfect, and on a petition to the Board of Officers for a revision of the rules, the matter was referred to the Committee of the Bureau.

This Committee finding the work to be of more than ordinary importance called upon eight prominent, broad-minded members of the Chamber as an auxiliary Committee, to assist in perfecting a system of weighing that would be equitable to all concerned, to which work these parties are devoting much time and labor.

It is the intention to retain all that is best in the present system, and to eliminate any and all imperfections, substituting such improvements as may be found necessary, in order to have a method of weighing that shall be above criticism.

Respectfully, James Loudon, Chairman, Weighing Bureau, Cincinnati, O.

### PLACING BATTENS ON GRAIN DOORS.

*Grain Dealers Journal:* I see in the Journal of Aug. 25 some discussion in regard to the placing of cleats on grain doors.

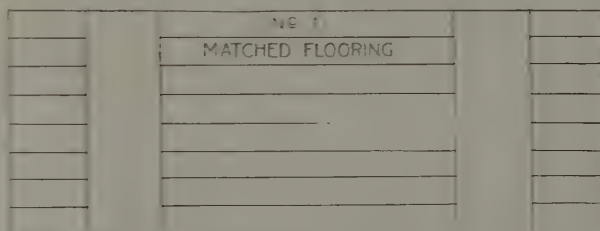
Since almost all side doors to cars are made so a 6-ft. grain door will reach from post to post with about 4 inches of lap at each end, I think 2 battens on each door are all that is needed if properly placed. Take the center of door, go one foot each way and place a batten; and then you will have three spaces on the door of 2 ft. each, as the post will support the ends of door.

The door shown in the engraving page 255 of Aug. 25 number, has a batten at each end and also one in the middle, which gives about 3 ft. between battens, instead of 2 ft. as in my idea. The batten should always be on the outside.—W. P. Lewis, Memphis, Tenn.

### PROPER CLEATS FOR GRAIN DOORS.

*Grain Dealers Journal:* If grain shippers would consider the great value of their grain and cooper car properly they would never hesitate to use plenty of strong lumber, braced diagonally as well as vertically. While the door of matched flooring illustrated herewith might prove satisfactory for short hauls, it can not be recommended even tho the cleats are on the inside.

The door with diagonal brace recommended by Mr. Schuyler is the best to my way of thinking, and its general use would greatly reduce the losses due to leaks. If the grain shippers of the country would join in recommending the



Proper cleats for Grain Doors.

adoption of the best leak preventing door obtainable, the railroads would no doubt accept their recommendations. Uniformity of grain doors would surely result in improved doors generally.—Wishing for the best, I am, V. L. McClean.

### REFUSE TO PERMIT DEDUCTION A/C "NATURAL SHRINKAGE."

*Grain Dealers Journal:* Referring to following item in your issue of the 10th inst. "If any railroad is now docking shortage claims for the so-called 'natural shrinkage,' we would like very much to know of it. Give us the facts."

We are in receipt of communication from Mr. L. C. Frederick, Agent of the Northern Central Railway Co. at Baltimore, Md., under date of Sept. 19th as follows: "Your claims as below, as our Freight Claim Department will not consider any claims account of loss of grain in transit unless the deductions of  $\frac{1}{4}$  of 1 per cent of the original weight, account of natural shrinkage, and 30 lbs. per car

seepage, are made, and if you will so amend your claims, we will be glad to refer same for consideration."

The above referred to claims covering eight cars of grain, one shipped from Mansville, Ohio, by the W. & L. E. Road, two from Camden, Ohio by the P. C. C. one from Paulding, Ohio by the C. N. one from Kingston, Ohio by the N. & W. one from Easton, Ohio by the P. C. C. one from Versailles, Ohio by the C. C. C. and one from Saratoga, Ind., by the Union Line.

We returned all of these claims to Mr. Frederick, unamended, demanding payment in full, also calling his attention to the fact that the railroads entering Philadelphia, had receded from the position of demanding any natural shrinkage loss.—Yours truly, Hammond, Snyder & Co., Baltimore, Md.

### CINCINNATI'S WEIGHING BUREAU SERVICE TO BE IMPROVED.

*Editor Grain Dealers Journal:* It may be of interest to your many readers who occasionally use this market to know that Cincinnati receivers are working to bring about an improvement of the conditions surrounding the weighing dept. of the Chamber of Commerce and with every indication of early success.

The attainment of perfection is a matter of slow work, but the slower we advance the less often must we recede. The grain men of this market are determined not only that our in and out weights shall be correct, but that they shall be above suspicion. I enclose an excerpt from a recent interview with Charles B. Murray, supt. of the Chamber of Commerce:

Supt. Murray on the Weighing Bureau. In the early part of 1906, over two and a half years ago, the Cincinnati Chamber of Commerce put into operation a

Weighing Bureau, the chief purpose of which was to introduce and maintain facilities for securing efficient and reliable service in the weighing of commodities in this market, particularly grain and hay, and proper records and evidences of such work. Previously public weighers were appointed by the Chamber of Commerce, but there was frequency of complaints from shippers, and altho the Chamber of Commerce acted in making investigations and in securing any corrections that were shown to be called for, this market suffered from the lack of confidence which existed and prevailed to a considerable extent as to certainty of proper returns of weights.

In order to inaugurate a bureau system it was necessary to have understandings with, and co-operation of the railroad interests in this market. The various features of questions involved exacted from committee service much of time and effort which ultimately resulted in conclusions under which the bureau service was inaugurated and which has resulted in the great advantage of this market in the confidence which the shipping interests have acquired under the new system.

In establishing the weighing bureau, alliance was effected with certain warehouse and elevator interests, by which official weighers were allowed to render service for and in the interest of these



warehouse interests found that they were not enabled to appropriate to their own accounts as many dollars from weighing operations as they had previously obtained by charges exacted for weighing service for commodities handled by them. This led to an expression to the Board of Directors to the effect that the existing system of weighing was not satisfactory to them.

This action naturally called for appropriate committee effort, to secure if possible a betterment of the weighing laws and regulations. The committee work has not reached conclusions. If it should be found practicable to operate the weighing bureau and its work on an absolutely independent basis, so that instead of having certain deputies continuously in service at particular warehouses or locations they would be shiftable at discretion of the chief weigher, having charge of such affairs, an important betterment would be secured. This may be regarded as self-evident.

If the warehouse interests can become reconciled to acceptance of a just system by which appropriate charges may be applied to weighing of commodities in which they are interested, and can forget the questionable exactions in which they were beneficiaries under the old order of affairs, there will undoubtedly be no difficulty in devising a system in this market as shall be fair to the interests concerned, and which will promote a sentiment of confidence and recognition of the merit of weighing facilities here, among shippers of such commodities, that will inevitably count for the good of this market, and for benefits to be set against special exactions secured in the past.

The position of the management of the Chamber of Commerce is that of endeavoring to do whatever may be appropriately done to maintain a system of official weighing that will afford every element of protection of the interests concerned and accuracy of service and of returns, under intelligent, judicious and vigilant supervision. It is within the power of the management to do this, if their efforts be not blocked by the very few who find difficulty in setting selfishness in the background, and who in fact are among those most concerned in the reputation of this market in these matters.

Before final action is taken no doubt our Com'te on Weights will visit other grain centers and take advantage of any advanced practices they may have adopted, so that when a change is made, our Bureau will be right up to date. Yours for correct weights.—Progress.

## REFUSE TO ALLOW DEDUCTION FOR "NATURAL SHRINKAGE."

*Grain Dealers Journal:* We note in your editorials of Sept. 10th that you would like to know very much if there are any railroads now claiming an allowance for so-called "natural shrinkage." Will say that the Pennsylvania Line, the C. C. C. & St. L. and the B. & O. S-W. Railroad Companies are still insisting on this allowance from dealers in this market. However, in face of recent decisions by some of the larger railroad companies to discontinue this practice, the trade in Cincinnati have refused to make the allowance.

The B. & O. S-W. R. R. Co. seem to be very arbitrary in the handling of their loss and damage claims. They seek to evade their liability in every possible way. We believe it would be well for you to publish Chapter No. 114, Section No. 118, of the Illinois Revised Statutes. It seems as tho a good many shippers in Illinois are not aware of their rights.

**Receiving, Carrying and Delivering Grain.**  
118. Receive and carry grain without distinction. §1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That every railroad corporation, chartered by or organized under the laws of this state or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse

adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

**Weighing in—Receipt.** And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper therefor a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

**Weighing out—Shrinkage.** And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

**Damages.** In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

**Evidence—Shortage.** If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered.

121. Right to change consignment. §4. All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered and assigned consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

Under this law a R. R. Co. can be compelled to make delivery of the amount of grain that is loaded by the shipper.—Yours truly, H. E. Richter, Cincinnati, O.

Imports of hay for the seven months prior to Aug. 1 have been 2,286 tons against 38,736 tons for the corresponding period of 1907.

The federal government has appealed from the decision of the circuit court at Philadelphia declaring unconstitutional the commodity clause of the Hepburn act, which sought to prohibit railroad companies from dealing in the products transported. In the suit against the Jersey Central and six other coal carrying roads Judge Gray on Sept. 10 declared the act unconstitutional because the "Enactment is not a regulation of commerce within the proper meaning of these words, as used in the commerce clause of the constitution." Judge Buffington dissented.

## Chief Inspector, Chas. McDonald Jr., Deceased.

Chas. McDonald Jr. of Baltimore is dead and buried; a good honest man who performed his duties faithfully has inspected his last car load of grain. The boys down around the elevators will miss him for "Charlie" as they called him, was always cheerful when the clouds were blackest, and no matter what was said for or against his department of grain inspection by friends or foes he stood unflinchingly for what he believed to be



Chas. McDonald, Jr., Baltimore, Md., deceased.

right. He made many friends and thru his interest in uniform grades he has been a significant factor in moulding public opinion.

When Chas. McDonald Jr. was 17 years old he entered the grain business with Thos. W. Levering & Co., formerly of Baltimore. For 6 years he studied the business with this firm and then joined Roelkey & Bushey. Edward Roelkey was at the time Chief Grain Inspector of Baltimore, and it was not long until Mr. McDonald was made an assistant. When Mr. Roelkey died in 1891 Mr. McDonald was made Chief Inspector, a position which he has held with honor for 17 years. He was made president of the Chief Grain Inspectors National Ass'n in 1907.

Mr. McDonald was a prominent member of a number of lodges and his funeral was in charge of the Monumental Commandery, Knights Templar. Mr. McDonald was 63 years of age when he died and leaves two daughters and three sisters. A prominent grain dealer in Baltimore said recently, "Sometimes, I don't think I am getting the proper grade on grain consigned to me by my customers so I go to Charlie and try to get him to change it. But it rarely does any good. He will listen patiently and courteously and then he tells me what is what. When he makes up his mind and takes a stand no amount of argument can change him."

We have found the Grain Dealers Journal of great interest to us at all times and of considerable value to our business.—Daniel Grain Co., Little Rock, Ark.

The Argentine Minister of Finance has authorized Ernest P. Knight & Co. to equip and operate two floating grain elevators in the port of Buenos Ayres.

## Industrial Traffic League Recommends B/L and Changes in Law.

At a meeting of the National Industrial Traffic League in St. Louis last week the Uniform B/L was first taken up and letters from W. M. Hopkins, mgr. Transportation Dept. Chicago Board of Trade and Frank E. Marshall, Sec'y Philadelphia Commercial Exchange were read and the following resolution adopted:

### Condemn Uniform B/L.

Whereas: The Interstate Commerce Commission in its report in the matter of Bills of Lading states that it does not undertake to prescribe the form of Bill of Lading and order its adoption because it is convinced that such an order would exceed its authority, and

Whereas: The National Industrial Traffic League is of the belief that the proposed Bill of Lading is in restriction of the statute and common law rights of both shippers and carriers, and

Whereas: The carriers in the Western Classification territory have recognized the right of the shippers to unrestricted liability by abolishing rule 4 of the Western Classification and have substituted therefor a rule that they will transport property subject only to statute and common law liability and therefore cannot adopt the proposed legislation which would be in conflict with their classification conditions, and

Whereas: The National Industrial Traffic League hereby reaffirms its action taken at a former meeting that a plain Bill of Lading, subject only to statute and common law liability should be used until the National Congress legislates on this subject, therefore be it

Resolved: That we advise all members to have printed and use the enclosed forms of Bill of Lading when offering property to the carriers for transportation, as carriers cannot refuse to accept and forward property subject to their legal obligations. Resolved further that the President appoint a committee to take up with carriers the adoption and printing of the proposed simple form of Bill of Lading.

Note.—The order bill of lading should be printed on yellow paper and the non-negotiable bill of lading on white paper conforming with the recommendation of the Interstate Commerce Commission. The forms are reproduced herewith.

The following report presented by the Legislative Committee was adopted:

### Right to Protest Advances.

It is proposed by the Legislative Committee to have a bill introduced recommending to Congress the following amendments to the Interstate Commerce Act:

First: That Section 6 of the Act to Regulate Commerce as amended be further amended by adding the following:

Provided further that at any time prior to the expiration of the notice herein required to be given of a proposed increase of rates, fares or charges, or of joint rates, fares or charges, any shipper, or any number of shippers, jointly or severally, may file with the Commission a protest in writing against the proposed increase, in whole or in part, stating succinctly grounds of his or their objection to the proposed change. When an advance in the existing rate or rates, fare or fares, charge or charges, is proposed to be made and protested against as aforesaid, the Interstate Commerce Commission shall have the power, in its discretion, to prohibit the taking effect of the advance or change until matters have been finally heard and determined.

Upon the filing of such protest a copy thereof shall be mailed to the Secretary of the Commission to the carrier or carriers proposing the change and thereafter the Commission shall proceed to hear and determine the matter in all respects as it is required to do by Sections 13 and 15 of this Act, in case of a complaint because of anything done or omitted to be done by any common carrier as provided in said Section 13, but throughout the proceedings the burden of proof shall be on the carrier proposing the change, to show that the rate, fare or charge proposed to be substituted is fair and reasonable.

Second: That a new section be incorporated reading as follows:

That from and after the passage of this Act any shipper engaged in shipping freight in interstate commerce shall have

the right and privilege of routing their shipments and of prescribing and directing over what connecting line freight so shipped shall be transported and it shall be the duty of the initial carrier to observe the direction of such shipper and to

cause such freight to be transported over such connecting lines as may be directed and required by such shipper.

Section 2. That when freight is shipped in interstate commerce and shipper does not prescribe over what connecting lines

### ORIGINAL

Railroad Co.

Station 190

Received from \_\_\_\_\_ the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), to be transported and delivered, in accordance with the provisions of law, in like good order, to consignee.

(Insert description of articles, weights, rates and routes; and car number and initials, if in car load.)

OFFICIAL  
STAMP

Agent.

### ORIGINAL

## Uniform Order Bill of Lading.

Railroad Company.

Station 190

Received from \_\_\_\_\_ the property described below in apparent good condition, except as noted (contents and condition of contents of packages unknown) to be transported and delivered to the order of \_\_\_\_\_ in accordance with the provisions of law and the terms of this bill of lading.

The property herein described shall not be delivered until this original bill of lading, properly indorsed, has been surrendered and canceled, or, in case of a partial delivery, a statement thereof has been indorsed hereon.

Any stipulation or indorsement on this bill of lading that it is not negotiable shall be void and of no effect.

Inspection will be permitted under this bill of lading, unless otherwise indorsed hereon, which indorsement shall be made at the time of issue by the agent, if requested by the shipper. Any alteration, addition, or erasure, fraudulent or otherwise, in this bill of lading, which shall be made without the indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Special Marks.

Consigned to order of \_\_\_\_\_

Destination \_\_\_\_\_

Notify \_\_\_\_\_

At \_\_\_\_\_

(Insert description of articles, weights, rates and routes; and car numbers and initials, if in car loads.)

[Official Stamp]

Agent.



the shipment shall be transported it shall be the duty of the initial carrier to charge and collect only the lowest rate published between the points of origin and destination.

Section 3. That any carrier violating the provisions of this Act shall be deemed guilty of a misdemeanor and fined in any sum not exceeding five thousand dollars.

Third: That the following be added to Section 8:

That officers or agents of carriers be obliged to quote rates in writing upon application and be responsible therefor, and give rates upon bills of lading upon request and be responsible therefor;

Provided: That if errors are made reparation shall be made only by claim through the Interstate Commerce Commission, and;

Provided further: That the carrier whose agent shall have quoted in writing or inserted in Bill of Lading a rate less than the legal rate shall be fined an amount equal to its entire earnings on the traffic carried at the lower rate.

## Asked— Answered.

[Readers who fail to find information desired on any subject of interest to grain publication here. The experience of your brother dealers is worth consulting. Re-dealers should send us their query for free replies to queries are solicited.]

### INITIAL CARRIER'S LIABILITY FOR WRONGFUL EXACTION OF DEMURRAGE BY CON- NECTING LINE.

*Grain Dealers Journal:* On Dec. 5, 1906, I shipped from East Lynne, Mo., a station on the M., K. & T. Ry. a carload of timothy hay, billed shipper's order notify Alabama Corn Mills, Mobile, Ala. I routed the shipment according to tariff instructions which stipulated that a 20c thru rate would prevail. I instructed my customer to pay freight only on a basis of a 20c rate.

Railroad agent changed routing of shipment, thereby causing a higher freight rate, which resulted in an overcharge of freight. As this had happened on several different occasions before, I made up my mind to stand on my right and refused to pay other than the published rate, over the route named in the B/L., as per tariff filed in the Interstate Commerce Commission. Upon arrival of shipment at Mobile, customer tendered the M. & O. Ry. the correct amount of freight based on rate named in B/L., and on weight of shipment, which tender was refused by the Railroad Co. It demanded a larger sum. I made demands on the M., K. & T. R. R. to instruct M. & O. to settle on a basis of the M., K. & T. published rate. The M., K. & T. held that in as much as the shipment did not move over the route granting such a rate, they were not responsible, even though agent had changed routing, without permission from me.

After all efforts on my part to secure the release of the car on a basis of the proper freight had been futile, I took the matter up with the Interstate Commerce Commission at Washington, and the sec'y of the Interstate Commerce Commission directed the M., K. & T. R. R. to authorize the delivery of the shipment on payment of the published rate, that I contended for. Thereupon the M., K. & T. R. R. authorized the M. & O. R. R. to reduce freight to a basis of 29c per 100 lbs., and make delivery to my customer.

In the meantime \$30 demurrage had accumulated, which was assessed against shipment, and which I authorized my customer not to pay. The R. R. Co. refused to release the shipment, except upon payment of demurrage, as well as the freight, which I had offered them in the first place, and the M. & O. R. R. thereupon sold the shipment for charges, and had never made me a tender of any part of the proceeds. The matter has come to trial in the circuit court, I having brought suit against the M., K. & T. R. R.

The one point the M., K. & T. R. R. Co.'s attorney made was that under the form of the B/L., the M., K. & T. was not liable for any loss sustained by reason of the failure of the M. & O. R. R. to deliver shipment to my customer on a basis of a 29c rate at the time shipment arrived and disclaimed all liability in the matter.

The case has been submitted on briefs to circuit judge, who will later render his decision.

Will the Journal please give a supreme court decision which will fix carrier's liability as regards original line, affecting shipments originating prior to February, 1907?—W. H. Hurley, Clinton, Mo.

*Ans.:* The supreme court decision most applicable seems to be that of the St. Louis Court of Appeals (the final resort in such matter) in the case of Cohen v. M., K. & T. R. R. Co., reported in 102 S. W. 1029. It happens that the court is that of Missouri and the defeated defendant the same M. K. & T. R. R. with which Mr. Hurley is having this suit. In Cohen vs. M. K. & T. the court decided "Where a common carrier contracts to transport goods beyond the terminus of its own line, the connecting carriers employed in furthering and completing such transportation become agents of the initial carrier, who is responsible for their defaults to the owner of the goods." This decision was given in 1907.

Applicable to this case also is Section 20 of the Interstate Commerce Act, the last two paragraphs providing that: The initial carrier shall be liable for loss caused by connecting line, and shall have recourse against the connecting line for any damages paid by it to the shipper. The last paragraph of this section nullifies the M. K. & T. attorney's claim that under the form of B/L the company was not liable, since it provides that "No contract, receipt, rule or regulation shall exempt such carrier from the liability hereby imposed." This became effective Aug. 29, 1906.

A demurrage ruling was made by the Interstate Commerce Commission last winter, as follows: "The delivering carrier is under obligation to collect demurrage charges assessed by it, altho such charges may have accrued as the result of error on the part of another carrier. The shipper should ordinarily pay the lawfully published rate via the route over which the shipment moved, pending dispute, and then make claim for refund. The Commission, in the adjustment of misrouting claims, will not ordinarily include demurrage charges. When the delivering carrier demands more than the lawful rate, the consignee is released from the obligation to pay demurrage charges accruing during the pendency of the dispute as to the lawful rate."

The foregoing suggestion of the Commission was followed by Mr. Hurley except that he did not pay the freight over the route over which the shipment

moved, but this has not the force of law,

The claim against the initial carrier is strengthened from the fact that its own error in routing was the proximate cause of the loss.—[Ed.]

### WHAT IS YERBA MATE?

*Grain Dealers Journal:* I note in the Government Crop Reporter for September a statement that the production of yerba mate in Paraguay is estimated at 17,600,000 lbs. annually, of which one-half is for home consumption and the remainder for export. Is yerba mate a kind of grain, or what is its character?—M. S.

*Ans.:* Yerba mate is the tea of Paraguay. It is the dried leaf of the Brazilian holly, Ilex Paraguensis.

### INDIANA LAW ON USE OF TESTER?

*Grain Dealers Journal:* Can the Journal tell me if there is a law in Indiana prohibiting the use of grain testers under penalty of law?—Claud Jennings, Clinton, Okla.

*Ans.:* The use of a tester smaller than the half bushel is prohibited in Indiana, under the statutes in force Apr. 14, 1897, which follow: (Acts 1897, p. 60.)

#### Indiana Law Governing Use of Tester.

##### Wheat, How Measured. 10523. (8733a.)

1. That it shall be unlawful for any person, commission, merchant, miller, dealer, grain inspector, corporation, company, firm or association, either by himself, itself, officer, agent or employee, when purchasing wheat or receiving it in barter or exchange for flour or otherwise, from the owner, his agent or employee, to use for the purpose of testing or determining the weight, grade, milling or market value of wheat any measure other than the standard half-bushel measure furnished this state by the United States; and the use of any fractional part of said standard half-bushel measure for such purpose will be a violation of this section. [See section 2610 for act of 1905 regulating the measuring of wheat.]

##### Manner of Measuring. 10524. (8733b.)

2. It shall be unlawful to use anything other than a straight stick with the edges square for leveling the wheat in said half-bushel measure, for the purpose of testing the weight, grade, milling or market value of wheat; Provided, that the provisions of this act shall not apply to wheat or grain that is inspected or graded by the carload under the regulations of any board of trade.

##### Violation of Act, Penalty. 10525. (8733c.)

3. Any person violating the provisions of this act shall be guilty of a misdemeanor, and upon conviction, shall be fined in any sum not more than one hundred dollars nor less than ten dollars, to which can be added imprisonment in the county jail for a period not exceeding six months, in the discretion of the judge or jury trying the same.

##### Wheat — Inspection — Weight — Grade.

2610. (2304.) 698: It shall be unlawful for any person, commission merchant, miller, dealer, grain inspector, corporation, company, firm, or association, either by himself, himself, officer, agent or employee, when purchasing wheat or receiving it in barter or exchange for flour or otherwise from the owner, his agent or employee, to use for the purpose of testing or determining the weight, grade, milling or market value of wheat, any measure other than the standard half-bushel measure furnished this state by the United States; and the use of any fractional part of said standard half-bushel measure for such purpose will be a violation of this section. It shall likewise be unlawful to use anything other than a straight stick with the edges square for leveling the wheat in said half-bushel measure, for the purpose of testing the weight, grade, milling or market value of wheat; Provided, That the provisions of this section shall not apply to wheat or grain that is inspected or graded by the car load under the regulations of any board of trade. Any person violating any of the provisions of this section, shall, on conviction, be fined not less than ten dollars nor more than one hundred dollars, to which may be added imprisonment in the county jail not exceeding six months.



## To the Members of the Grain Trade.

*WE, the undersigned, grain dealers of St. Louis, Mo., hereby send cordial greetings to the members of the grain trade everywhere, and invite them to visit our city upon the occasion of the Twelfth Annual Meeting of the Grain Dealers National Ass'n, October 15, 16, 17, 1908:*

Daniel P. Byrne & Co.  
G. L. Graham & Co.  
Eaton McClellan & Co.  
Seale Bros. Grain Co.  
W. L. Green Commission Co.  
Morton & Co.  
John Mullally Com. Co.  
Wm. D. Orthwein Grain Co.  
Langenberg Bros. & Co.  
Ballard Messmore & Co.  
Nanson Commission Co.  
Goffe & Carkner Co.  
Connor Bros. & Co.  
Slack Fuller Grain Company.

### Comite on Arrangements.

Chairman Mullally has appointed the following members of the Merchants Exchange to act as a Comite on Arrangements; each member is chairman of the comite he represents.

Comite on Entertainment is headed by J. B. Bethune.

Speakers and Headquarters, Geo. L. Graham.

Badges and Souvenirs, Chas. Beardsley.  
Theatre, Manning Cochrane.  
Finance, J. W. Steele.

Reception Comite, Edw. M. Flesch.

These men will select four members of the Exchange to help them in their work. Geo. L. Graham has chosen Edw. DeVoy, Pres. of the Merchants Exchange, Geo. J. Tansey, W. H. Danforth and Wm. Coache to act with him. Mr. Graham is a firm believer in securing good speakers and he proposes to enlist some of the best talent possible to grace the program. A pastor of National reputation has been secured to open the meeting.

The Chairman of the Finance Comite reports excellent success in securing

funds with which to entertain the visiting dealers. St. Louis is making arrangements to "do herself proud" as one member expressed it.

### Chief Inspectors Will Be at St. Louis.

The next annual meeting of the Chief Inspectors National Ass'n will convene at St. Louis, Oct. 15, 16 and 17. Numerous matters of vital importance will be thoroly discussed, prominent among which will be the question of uniform rules for grading and government inspection. The meetings of this association are important to all inspection departments, and I trust each will make every effort to be represented.

Alfred Anderson, Sec'y & Treas.,  
E. H. Culver, President,  
Chief Inspectors National Ass'n.

### Pre-Convention Notes.

St. Louis Receivers are imbued with enthusiasm over the Grain Dealers National Convention to be held in their city October 15, 16, 17. Sentiment seems to be crystallized into this, "Get the boys here; tell them the latch string is out. We'll show them a good time."

The trading floor of the Merchants Exchange is being brightened with water and paint in anticipation of a large number of visitors during the Grain Dealers National Convention. The paintings upon the ceiling of Exchange floor are by eminent artists and cost thousands of dollars. Sec'y Morgan believes this hall to be the finest in the world and he takes much pleasure in showing his friends the beauties which are tucked away in lofty corners and unseen nooks by high priced artists.

Elaborate arrangements are being made to entertain and care for the visitors during the Grain Dealers National Convention. About one week ago the members of the Exchange met as a 'Comite of the whole' and elected Martin J. Mullally, Chairman, and Lewis Helm Sec'y of Convention Comite. It will be the duty of these men to supervise entire arrangements for the Convention.

I look for a very enthusiastic convention.—J. S. McClellan.

I have received word already from a number of shippers who expect to attend.—Daniel P. Byrne.

### Will Be There.

Interest in the Grain Dealers National Ass'n meeting at St. Louis Oct. 15, 16, 17, continues to grow as the Convention time approaches. Especially among the country shippers is this true. Many of them are making arrangements to attend the Convention who have hitherto been unable to spare the time. They realize the importance of this meeting and appreciate the good work of the Association. Among those who will attend are:

T. A. Morrison, Kokomo, Ind.  
Henry Rumsey, Chicago, Ill.  
L. A. Lewellyn, Chicago, Ill.  
E. A. Wood, Chicago, Ill.  
Sam Finney, Chicago, Ill.  
H. H. Freeman, Chicago, Ill.  
E. P. McKenna, Chicago, Ill.  
W. K. Mitchell, Chicago, Ill.  
H. S. Grimes, Portsmouth, O.  
J. W. McCord, Columbus, O.  
Chas. England, Baltimore, Md.  
E. L. Rogers, Philadelphia, Pa.  
Fred Mayer, Toledo, O.  
E. H. Culver, Toledo, O.  
A. E. Reynolds, Crawfordsville, Ind.  
C. A. McCotter, Indianapolis, Ind.  
J. L. King, Philadelphia, Pa.  
A. G. Tyng, Peoria, Ill.  
C. C. Miles, Peoria, Ill.  
John B. Daish, Washington, D. C.  
P. E. Goodrich, Winchester, Ind.  
E. M. Wayne, Delevan, Ill.  
A. R. Sawers, Chicago, Ill.  
H. I. Baldwin, Decatur, Ill.  
J. W. Brafford, Indianapolis, Ind.  
A. C. Gale, Cincinnati, O.  
Chas. D. Jones, Memphis, Tenn.  
S. W. Strong, Pontiac, Ill.  
Buran House, Oklahoma City, Okla.  
E. J. Smiley, Topeka, Kan.  
D. Rothschild, Davenport, Ia.  
J. F. Bassett, Chicago, Ill.  
W. H. Kaiser, Chicago, Ill.  
Mr. and Mrs. W. E. Shelden, Jackson, Mich.  
Mr. and Mrs. W. T. McCray, Kentland, Ind.  
Mr. and Mrs. R. F. Cummings, Clifton, Ill.  
Mr. and Mrs. A. R. Sawers, Chicago, Ill.  
Mr. and Mrs. H. S. Grimes, and daughter, Portsmouth, O.  
Mr. and Mrs. J. W. McCord, Columbus, O.  
Mr. and Mrs. Fred Mayer, Toledo, O.  
E. H. Culver, Toledo, O.  
N. Lederer, Chicago.  
M. McFarlin, Des Moines, Ia.  
E. G. Isch, Peoria.  
Rudolph Isch, Peoria.  
F. J. Stemple, Decatur.  
A. McLeod, Bloomington.

If you are going to the Convention write us, so we can tell your friends, who will be glad to meet you there.



Riverside Drive, St. Louis, Mo. Oct. 15-16-17.  
With the Grain Dealers Nat'l Ass'n.

The Comite on Entertainment of which J. B. Bethune is chairman has leased one of the theatres in St. Louis, and will entertain the dealers in this manner instead of the usual banquet tendered at subsequent meetings. It is the sense of the Comite that the grain dealers who attend the National Convention should be fed intellectually as well as physically, hence the substitution of entertainment for eating.



# National Association.



Rotunda of Southern Hotel, St. Louis, Mo., where Grain Dealers will meet Oct. 15-17.

Indiana. C. P. A. territory extends as far East as a line drawn thru Buffalo and Pittsburg south to the Ohio. Tickets will be sold upon the 13-14-15 good to return until the 19th of October.

St. Louis fully expects a thousand grain dealers to attend the Convention and she is going to treat them right. We expect to have speakers of National importance upon the program.—G. L. Graham.

Tell the grain dealers for us that we will treat them right. Every one who calls at our office will get a good cigar, a drink if he wants it and a big dinner.—Seele Bros.

Corn colored identification buttons will be worn by dealers and visitors who attend the Grain Dealers National Convention. These buttons will be numbered consecutively and the names of those present printed upon cards, each number on the button corresponding with the number preceding the name.

## Program of the National Meeting.

The program of the 12th annual meeting of the Grain Dealers Nat'l Ass'n is still incomplete, but we have learned that some of its attractive features will include the presentation of the following subjects:

Higher Ethics in Business by an Ex-Governor who has attained prominence in the grain business.

Waterways—By a prominent member of the Conservation Congress.

Prime Factors in the Success of the Country Grain Dealer.

Uniform Grades by a chief inspector.

Trading in Grain for Future Delivery by an official of the Chicago Board of Trade.

"Natural Shrinkage" of Grain in Transit by Frank E. Marshall, Sec'y of the Philadelphia Commercial Exchange.

## Special Rates.

Thru the intercession of Daniel P. Byrne and the Traffic Buro of the Chamber of Commerce the Central Passenger Ass'n has granted a rate of 2c per mile in each direction to grain dealers from C. P. A. territory attending the National Convention. It will not affect those south of the Ohio river or west of the Mississippi, but dealers in such territory will be able to get to St. Louis on practically the same rates as most of these states are granted a 2c rate to St. Louis by the Western roads. This 2c rate will be of especial benefit to grain dealers east of

## The Man in Love with His Work.

Oh give me the man with the sun in his face,  
And the shadows all dancing behind;  
Who can meet his reverses with calmness and grace,  
And never forgets to be kind;  
For whether he's wielding a scepter or swab,  
I have faith in the man who's in love with his job.  
—John L. Shroy.

## Exports.

Buckwheat amounting to 50,930 bus. was exported from the United States for the 7 months prior to Aug. 1, against 45,505 bus. for the corresponding period of 1907.

Broomcorn valued at \$140,093 was exported for the 7 months prior to Aug. 1 against \$139,751 for the corresponding period of 1907.

Malt amounting to 82,248 bus. was exported during the seven months prior to Aug. 1, against 263,306 bus. for the corresponding period of 1907.

Linseed oil cake amounting to 948,032,987 lbs. was exported during the seven months prior to Aug. 1, against 1,242,316,522 lbs. for the corresponding period of 1907, as reported by O. P. Austin, chief of the Buro of Statistics.

I expect to see a large attendance at the National Convention in St. Louis. Grain dealers all over the country are demonstrating their interest in it as never before.—H. I. Baldwin.



If you're "Afraid to go home in the dark" this light will help you at St. Louis, Mo. October 15-16-17.

# Crop Reports

## Arkansas.

Little Rock, Ark., Sept. 18.—Our state will raise a fairly good crop of corn and have a fine crop of corn. Arkansas has harvested the largest cotton crop for 10 years.—A. L. Delbel.

## Canada.

Winnipeg, Man., Sept. 19.—Of the 1907 wheat crop there has been inspected to Sept. 1, 53,183,870 bus.; used by country mills, 4,600,000 bus., and used for feed and seed, 12,000,000 bus. of wheat, which with that in store and in farmers hands makes 70,650,000 bus. The oats inspected during the year totaled 16,761,000 bus., the barley, 2,630,000 bus., and flaxseed, 1,673,600 bus.—Frank O. Fowler, Sec'y Northwestern Grain Dealers Ass'n.

## Illinois.

Holcomb, Ill., Sept. 17.—Oats making an average yield of 30 bus. per acre. Corn promises a fair crop.—Holmes Hagaman.

Pearl City, Ill., Sept. 14.—Oats making 30 bus.; testing 28 lbs. Ten more days of good weather will put corn out of the way of frost.—Meyers & Shank.

Myrtle, Ill., Sept. 16.—Oat yielding on an average 30 bus. per acre. Corn is looking well and promises to make yield of 35 bus. per acre.—A. W. Palmer.

Sycamore, Ill., Sept. 19.—Oats making a yield of 35 bus. per acre, of good quality, with 25% marketable. Corn promises to be of a good quality and a large crop.—W. F. Murphy.

Byron, Ill., Sept. 17.—Oats 20% better than last year, making an average yield of 30 bus. per acre. Corn will make a light crop, making an average yield of 40 bus. per acre.—D. L. Marshall.

Lindenwood, Ill., Sept. 18.—Oats making an average yield of 30 bus. per acre, and of good quality. Corn promises to make a fair crop. All early planting out of frost danger.—I. Stocking & Son.

Virgil, Ill., Sept. 21.—Oats a light crop, making a yield of 25 per acre. Prospect for corn at present is good. One week more of good weather will bring beyond frost danger.—Winterhalter Bros.

Sauemin, Ill., Sept. 10.—Our oats are of excellent quality and will average about 22 bus. per acre. Farmers are not selling any oats and are holding for 50 cts.—Geo. J. Carson, mgr. Sauemin Eltr. Co.

Esmond, Ill., Sept. 18.—Oats an average crop of 30 bus. per acre. Corn promises to make 2/3 of a crop. Barley a good crop, making a yield of 30 bus. per acre.—J. W. Schnu, mgr., Holcomb Bros.

Egan, Ill., Sept. 16.—Oats a light crop, making an average yield of 22 bu. per acre and prospect for corn is not good; too much dry weather and promises only to make 30 bu. per acre.—D. E. Kretsinger.

Byron, Ill., Sept. 17.—Oats a light crop, quality good, making an average yield of 28 bus. per acre. Corn making good progress and 10 days' more good weather will place it beyond frost danger.—J. R. Reynolds.

Pearl City, Ill., Sept. 14.—Oats are held mostly for higher prices; oats of good quality making 30 bus. per acre. Barley a good crop, but badly colored. The outlook is for a good crop of corn.—F. A. Guentner.

Millbrook, Ill., Sept. 24.—Oats a light crop, making a yield of 30% of an average crop; about 30% has been marketed. Corn promises to make 65%; of good quality.—B. B. Larson.

DeKalb, Ill., Sept. 19.—Oats making a yield of 30 bus. per acre. One-half of the new oats has been marketed. The prospect for corn is good, and promises to make a much better quality than last year.—John McGirr.

Stillman Valley, Ill., Sept. 17.—Oats making an average yield of 30 bus. per acre, of a good quality, making a test of 30 lbs. per bu. Corn promises to make a better crop than last year, and of a better quality.—F. H. Barnes.

Decatur, Ill., Sept. 18.—I fully believe, judging from the reports which I have received from all parts of the state, that Illinois will have at least 2/3 of a corn crop. This hot weather is making the corn mature in fine condition.—H. I. Baldwin.

Lily Lake, Ill., Sept. 21.—Oats making an average crop of 25 to 30 bus. per acre, quality light. The bulk is held back in farmers' hands. These hot days are making corn fast. The promise is now for a good crop.—Winterhalter Bros.

Kent, Ill., Sept. 14.—Oats have been marketed rather freely, making an average yield of 30 bus. per acre. Barley a good quality, but some colored, making a yield of 30 bus. per acre. Corn will make an average crop of 60%.—A. Keeler.

Millington, Ill., Sept. 24.—Oat crop of this season is of a much better quality than last year, making a yield of 60% of an average. Corn in this locality promises to make a much larger crop than last year and of a good quality.—L. Weeks.

DeKalb, Ill., Sept. 19.—The bulk of the new oats are back in the farmers' hands. Oats making a yield of 30 bus. per acre. The early corn is doing well and is out of frost danger. Late corn is hurt some by the continued dry weather.—C. S. Hunt.

St. Charles, Ill., Sept. 22.—Oat crop same as last year, being of lighter quality. Yielding from 20 to 25 bus. per acre and are marketed freely. Corn promises to be about the same as year of 1907. Corn will be of good sound quality.—W. L. Judd.

Esmond, Ill., Sept. 18.—Oats are making a light yield, an average of 25 bus. per acre; quality light, testing 24 lbs. per bus. Corn in the past two weeks has made good progress and all early planting is past frost danger.—J. M. Brennan, Agt. Western Grain Co.

Sycamore, Ill., Sept. 19.—Oats a poor quality, turning out 25 bus. per acre, testing 25 lbs. per bus. Corn promises to make a half crop. Half of the corn out of danger of frost and requires 10 more days to place the other half beyond frost danger.—J. L. Murphy.

Stillman Valley, Ill., Sept. 17.—Oats are of a fine quality, making a yield from 30 to 35 bus. per acre. The last two weeks of good weather has practically insured the farmer in this locality a good crop of corn, and 10 more days of good weather will place it beyond frost danger.—J. J. White.

DeLand, Ill., Sept. 10.—Crops are the poorest for many years, and will not exceed 65%. Very little old corn is left in the country, and is not moving, every one holding for higher prices. The oats were most all sold threshing time, and what is left cannot be got for less than 50 cts. per bu.—Kahler & Son.

Stockton, Ill., Sept. 14.—Oats a good quality, making 25 to 30 bus. per acre. Wheat a good crop, making a yield of 25 bus. per acre. Barley a good quality yielding from 25 to 30 bus. per acre. Corn promises an average crop; 2 more weeks of good weather will place all corn beyond frost danger.—C. A. Hammond.

German Valley, Ill., Sept. 15.—Oats making an average yield of 30 bu. per acre of a good quality, and are marketed pretty freely. Corn making splendid progress and with 15 more days of good weather promises to make a good crop. Barley a good quality, rather badly colored, making a yield of 25 bu. per acre.—F. J. Cordes.

Pontiac, Ill., Sept. 21.—A personal investigation of 27 counties in Illinois last week, covering practically all of the corn belt, developed the following conditions: Oats were but little better than a half crop with the farmers, and dealers hoarding the grain. Wheat seeding entirely abandoned owing to the inability to prepare the soil. The acreage will be materially decreased unless there is rain soon. The corn crop varies materially in different parts of the state. The best being in what is known as the Military tract, west of Peoria, in the Galesburg district. The investigations indicate a corn crop of 68.37% of last year. Seventy-five per cent will be safe from frost by the end of the month; and the entire crop practically by Oct. 10. The quality of the crop will be better than last year, and the expectation seems to be that the farmers will sell freely at the prices. In Edgar county there was frost on the 3rd which severely injured late corn on low ground.—S. W. Strong, Sec'y Illinois Grain Dealers Ass'n.

## Iowa.

Neola, Ia., Sept. 18.—Corn average; oats 40%; wheat 90%.—H. H. Pogge, Mgr. Cavers Eltr. Co.

Newton, Ia., Sept. 23.—Corn 110%; which is the best it has been in 5 years. Oats 110%. But little wheat is raised here.—W. J. Eberhart.

Raymond, Ia., Sept. 9.—Oats making an average of 20 bus. Corn an average crop of 80%.—O'Connor Bros.

Jesup, Ia., Sept. 9.—Oats making 20 to 25 bus. per acre. Corn promises 60% of an average crop.—Chas. Spike.

Winthrop, Ia., Sept. 10.—Oats are yielding 25 to 30 bus.; of good quality. Corn prospect for a big crop.—John Riede.

Marne, Ia., Sept. 19.—Corn average. Oats 80%. Wheat 100%, and of splendid quality. Barley 115%.—John Findlay.

Atlantic, Ia., Sept. 21.—Corn 80%, acreage 110%. Wheat 120%, acreage 110%. Oats very light.—Henshaw & Ringle.

Dyersville, Ia., Sept. 11.—Oats will make an average of 30 bus. Prospect for corn is 60% of an average.—Goerdit Bros. Co.

Masonville, Ia., Sept. 10.—Oats making 20 to 25 bus. per acre. Corn promises to make 2/3 of a crop.—Benhan & Rieger.

Independence, Ia., Sept. 9.—Oats making half a crop. Corn promises to make 65% of an average crop.—C. H. O'Neal.

Minden, Ia., Sept. 18.—Corn 40%; oats 50%; wheat 115%; acreage 50%; barley 75%; acreage 150%.—Stuhr & Reese Grain Co.

Doris Sta., Winthrop P. O., Ia., Sept. 10.—Oats are yielding 23 bus. on an average. Corn at present promises to make 60% of an average crop.—John Ulrich.

Dyersville, Ia., Sept. 11.—Oats making an average yield of 30 bus.; barley 35, quality good. Corn promises to make an average crop of 75%.—J. H. Limback.

Earlville, Ia., Sept. 11.—Oats making 30 bus. per acre. Barley of an excellent quality and making a large yield. Corn has a very flattering prospect.—H. J. Fitcher.

Wiota, Ia., Sept. 21.—Corn 110%, acreage planted 100%, the same was drowned out. Wheat is average. Oats and barley not over 50%.—Des Moines Eltr. Co., C. T. Brooks, Agt.

Granger, Ia., Sept. 9.—Corn looks good here; if the frost will keep off 10 days and this kind of weather still continues we will have a good crop.—J. C. Smith, agt. Granger Eltr. Co.

Avoca, Ia., Sept. 19.—Corn is an average crop. Oats, 50% yield; quality good. Wheat 120%. In both quality and yield wheat is the best it has been in 15 years.—Centennial Mill Co.

Victor, Ia., Sept. 24.—Corn and oats 75% yield. Have not shipped more than one car of wheat. Barley 90%, acreage 110%. Practically all old corn has been marketed.—Lawbaugh & Tolliver.

Marengo, Ia., Sept. 24.—Corn 80%, due to late planting, acreage average. Wheat average and of good quality. But little fall plowing has been done because of continued dry weather.—E. T. Conn.

Adair, Ia., Sept. 21.—Corn is average, acreage 100%, and is out of danger of frost. Oats 50%, wheat 100%, acreage 130%. There is not much wheat shipped here, as the mill gets most of it.—John A. Johnson.

Casey, Ia., Sept. 21.—Corn 80%, acreage 100%; oats 65%, acreage 80%. Wheat is average and of perfect quality. Not much wheat is shipped from here. We are just beginning to raise barley.—E. W. Miller & Co.

Malcolm, Ia., Sept. 23.—Corn and oats are average. Wheat is not raised here to any great extent. The drought has permitted the farmers to give up their fall plowing and get their grain to market.—W. G. Bair Lumber Co.

Altoona, Ia., Sept. 22.—Corn is average, acreage 110%. About twice as much wheat was sown last year than usual, which produced an average yield. Oats are very light, and the acreage is gradually decreasing.—Ralph Madagan.

Colfax, Ia., Sept. 22.—Corn 90%. Oats are light, both in quality and yield; acreage is average. Wheat is an average yield, tho not great amount is raised here. Old corn has all been sold, and nearly all the wheat is marketed.—S. M. Brown & Son.

Toeterville, Ia., Sept. 17.—Seventy-five per cent of corn planted will make good corn, it being now out of the way of the frost. Oats yielding 25 to 30 bus. and average test 24 lbs. Farmers are mostly storing their grain for higher prices.—John Mundt & Son.

Mitchelville, Ia., Sept. 22.—Oats 30%, acreage average. Corn is average, both in yield and acreage. Wheat is an average crop. Grain has been hurried to market as fast as it was threshed, hence it has nearly all been marketed.—J. W. Barrett.



Shelby, Ia., Sept. 19.—Oats 60%, quality good; acreage 100%. Wheat 120%, acreage 115%. Barley is gradually decreasing in acreage. Corn 80%, acreage average. Wheat is very slow in coming to market. Oats are mostly fed, so that not a great deal is shipped.—F. H. Alexander.

Brooklyn, Ia., Sept. 24.—Corn 125%, which is the best it has been in years. Oats 75%. Wheat is very light, but there will be an increased acreage next year. The farmers seem to be holding their grain for higher prices, consequently not more than half of it has been marketed.—F. P. Dunton.

Anita, Ia., Sept. 21.—Corn is 90% owing to late rains and late planting. Oats not more than 1/3 crop. Wheat 115%. A great deal of meadow has been broken up which increased corn acreage to 105%. Wheat acreage is also gradually increasing. Rain is needed very badly.—M. Millhollin, agt. Kunz Gr. Co.

Walnut, Ia., Sept. 19.—Corn 25% better than last year. Oats about the same as last year's crop. Twenty-five per cent more barley was sowed than last year, which yielded an average crop. Wheat 200% compared with a year ago. Wheat is coming to the market constantly; barley is not being sold very fast; corn has been practically all marketed.—Jerry Vollstedt.

Ladora, Ia., Sept. 24.—Corn about 110% both as to yield and acreage. Oats about average in acreage and yield. While there has not been wheat sown heretofore, there are indications of an increased acreage next year. Timothy is a heavy crop. I have shipped 15,000 bus. of timothy seed so far. It has been 25% better than the average yield this year.—H. C. Gates.

Kellogg, Ia., Sept. 23.—Oats has averaged 32 bus. per acre; acreage 100%. Wheat is an average crop, and tests about 58 lbs. Corn is average both in yield and acreage. Two-thirds of the oats has been hauled to market. Corn is all sold, and about 3/4 of the wheat has been marketed. The farmers have had the leisure to haul the grain, as they were compelled to quit mowing until it rains.—I. L. Patton & Sons.

Northern Ia., Sept. 23.—Eighty per cent of the corn in Northern and Central Iowa is past any danger of frost. I spent three weeks in this section of the state and visited 45 stations. I found a very good oat yield. Judging from what the farmers and elevator men tell me the oats will average 33 bus. per acre and weigh about 21 lbs. They tell me the farmers will have a better corn crop than last year. Last year they bot corn, this year they are expecting to have it to ship. Many of the dealers are contracting from farmers at from 40c to 50c per bus. and hedging by selling May.—R. G. Freymark.

## Kansas.

Beulah, Kan., Sept. 9.—Threshing all done, wheat grading No. 3 or less; oats very poor; corn as good as last year; hay plenty and cheap.—C. W. Glynn, with Morrow & Taaffe.

Brookville, Kan., Sept. 9.—Not so much wheat this season as last and quality not as good. Threshing nearly done; corn best we have had for several years; about 50% of wheat in farmers' hands. Feed of all kinds a good crop. Farmers all busy cutting corn, and but little wheat coming to the market.—W. F. Hinerman.

Topeka, Kan., Sept. 10.—With the exception of the western third of the state and the extreme north part, the wheat harvested was of good quality, but owing to continued rains during July and fore part of August a very large proportion of the wheat is of inferior quality, being bleached and sprouted. A smaller proportion of the crop than usual has been stacked. Over the greater part of the state the movement has been very free, as shown by the reports at Kansas City and Galveston. We are inclined to believe that fully 40% of the crop has been moved, and as the farmers are much behind with their work, the movement from the farm will be very light until after seeding. The yield of wheat was 10 1/2 bus. per acre on 6,744,309 acres, 724,856 acres having been abandoned, or a total of 71,155,023 bus.—E. J. Smiley, Sec'y Kansas Grain Dealers' Ass'n.

## Michigan.

Lansing, Mich., Sept. 9.—The yield of wheat is estimated at 10 bus. per acre, and its quality as 90%. Of last year's crop only is still in farmers' hands. The oats yield is 29 bus., quality 94; rye, 15 bus.; peas 16 bus.; condition of corn, 78%; of beans, 72%.—Geo. A. Prescott, Sec'y of State.

## Minnesota.

Norcross, Minn., Sept. 10.—Crops are light, and grain is coming in slow.—Ole T. Ness, agt. Duluth Eltr. Co.

St. Charles, Minn., Sept. 21.—Our barley crop is moving very freely; hardly any oats for sale.—G. C. Stevenson Co.

Lake Wilson, Minn., Sept. 10.—The crops are very poor about this section.—Walter Cram, agt. Plymouth Eltr. Co.

St. Hilaire, Minn., Sept. 21.—Wheat crop average 15 bus.; flax, 12 bus.; oats light; corn fair.—Leonard Holmes.

Lake Crystal, Minn., Sept. 8.—Grain will not yield 12 bus. to the acre.—R. J. Hughes, agt. Hubbard & Palmer Co.

Traverse, Minn., Sept. 21.—Wheat this year mostly No. 2 and 3; barley mostly feed grade; rye No. 2 and 3.—S. H. Briggs.

Parkers Prairie, Minn., Sept. 9.—Crops in this locality rather a poor quality and small yield.—Henry Hunter, agt. Northland Eltr. Co.

Olivia, Minn., Sept. 8.—Grain is turning out fairly good, with exception of oats, which is a light crop.—J. W. Ployhart, agt. Empire Eltr. Co.

Pine Island, Minn., Sept. 21.—Grain has been marketed very freely, barley about half marketed.—Jas. Krache, agt. G. W. Van Dusen & Co.

Willmont, Minn., Sept. 21.—Crops are short, threshing nearly done; most of the grain held by the farmers.—W. A. Weick, agt. E. A. Brown.

Pratt, Minn., Sept. 21.—Wheat crops are fair this year, about 18 bus. per acre; barley and oats are poor.—J. Puetz, agt. Big Diamond Milling Co.

Tintah, Minn., Sept. 20.—Crops are one-third damaged by water; quality of grain poor, damaged by hot weather.—H. E. Shirk, agt. Federal Eltr. Co.

Howard Lake, Minn., Sept. 21.—The crop in this vicinity is fair. We would have had a good crop, but too hot weather.—A. A. Narverud, agt. Duluth Eltr. Co.

Walnut Grove, Minn., Sept. 21.—The corn crop in this locality is the best it has been in years, and small grain is yielding about the same as last year.—J. Foster.

Searles, Minn., Sept. 21.—Wheat averages about 10 bus. to the acre; quality good. Corn is about ripe, crop good.—A. A. Schlumpberger, agt. Eagle Roller Mill Co.

Howard Lake, Minn., Sept. 21.—Crops are not very good, running about 15 bu. to the acre, and not better than No. 2; oats is a failure.—H. W. Vogel, agt. Cargill Eltr. Co.

Lewisville, Minn., Sept. 10.—The crop is very light, owing to such a wet summer. Oats yield about 25 bus. per acre, wheat 8 1/2.—C. A. Pollard, agt. Hubbard & Palmer Co.

Walters, Minn., Sept. 21.—Threshing is not all done; crops are light this season; wheat and barley is fair, oats is poor and corn is fair around here.—R. E. Ludtke, agt. Federal Eltr. Co.

Truman, Minn., Sept. 23.—Crops are very poor, wheat average 8 bus. per acre; oats 18 bus. No. 4, barley 18 feed; flax 8. Corn is ripening fast and will be fair crop; very small acreage planted.—S. A. Bursell.

Holland, Minn., Sept. 21.—Threshing finished in ten days; oats light, average 15 bu. per acre, barley about 20 bu., wheat principally durum, 15 bu. to acre; corn matured.—A. J. O'Neill, agt. Minnesota & Western Grain Co.

Shevlin, Minn., Sept. 21.—Wheat average from 10 to 12 bus. per acre; oats from 10 to 25, barley 15 to 20. Poor crop caused by too much rain in the spring, and too much drought after the rains.—H. B. Lee, agt. Deimer.—Pepper Eltr. Co.

Perley, Minn., Sept. 22.—Grain receipts will be light for some time on account of farmers doing their plowing; owing to the good threshing weather this fall about 50% of the grain has already been marketed.—Louis Sontag, agt. Duluth Eltr. Co.

Truman, Minn., Sept. 23.—The corn crop will be better than last year, and 60% is fully matured. The average yield of small grain is only about half as large as last year on account of the excessive rains. Grain receipts are very small.—C. G. Eislenho, agt. Hibbard & Palmer Co.

Montevideo, Minn., Sept. 12.—Shock threshing about finished; the spring wheat is of poor quality, yielding mostly No. 3 and No. 4, yielding about 10 bus. to acre. Oats and barley are a fair crop; flax yielding 15 bus. to the acre and not much flax seeded in this locality. Corn prospect very good.—J. H. Lee, agt. Spencer Eltr. Co.

Vesta, Minn., Sept. 21.—Crops poor here, wheat runs from seven to ten bus. per acre; barley 10 to 15, oats 15 to 30, and most of this grain is of very light weight on account of the hail we had this season.—R. Crooks, mgr. Bingham Bros. Eltr. Co.

St. James, Minn., Sept. 21.—Crops are very poor. Oats average about 20 bus. per acre, but of poor quality, weighing about 25 lbs. per bu. Wheat not much raised, but what is goes 10 to 15 bus. per acre, grade No. 3; corn will be a good crop on high land.—J. Weymouth, agt. Farmers Eltr. Co.

Buffalo, N. Y., Sept. 19.—The state farmers are at work putting in a new wheat crop and do not appear to be as badly handicapped in this territory by dry weather as is the case further east. In some sections it is so dry that plowing is next to impossible and the grain will not germinate.—J. C.

Rochester, Minn., Sept. 21.—The crop around here is principally barley, which is a very good one, although some flax and timothy seed is grown. Quality and averages about 25 bus. per acre. No wheat in this section and the farmers raising stock therefore feed the corn, oats and hay.—C. M. Johnson, agt. Western Eltr. Co.

Imogene, Minn., Sept. 23.—Corn in this vicinity looks very good, and the most and most of the danger of frost. Acreage will be cut short in many places on account of too much rain, but the quality is going to be much better than last year; oats only about a half crop, with most of it testing 22 to 25 lbs.; threshing nearly done in this territory.—S. O. Espe, agt. Ind. Grain & Lumber Co.

## Missouri.

Odessa, Mo., Sept. 21.—Wheat crop here very short.—Wilton Varner.

Sullivan, Mo., Sept. 20.—Very little wheat will be shipped from here on this account, very little of any seedling here.—Clark-Lane Merc. Co.

Centralia, Mo., Sept. 21.—We have a light crop of all kinds this season. It is dry and hot and seeding of wheat is progressing slowly.—Burks Bros.

Hughesville, Mo., Sept. 21.—Very dry here; oats almost a failure; corn will average about 25 bus. to acre; wheat sowing curtailed 25% by dry weather.—J. N. McNeese.

Mercer, Mo., Sept. 22.—Corn is maturing fast, weather dry and hot; nearly all late corn are now. Shipments will begin early. Quality fine, crop equal to last year in this immediate vicinity.—Alley Grain Co.

Columbia, Mo., Sept. 20.—The average yield per acre for this crop is 10.7 bus., the lowest average yield for five years. The ten-year average for the state is 13.6 bus. The cause for the low yield in this year is too much rain, and overflow. The largest product for any county is that of St. Charles—producing 957,000 bus. Ten counties in the state produced more than a half-million bushels, namely: St. Charles, Franklin, Pike, Lafayette, Platte, Cooper, Lincoln, St. Louis, Scott and Saline. Total acreage of wheat, 1,921,169. Total yield, 20,684,819 bus.; acreage harvested of oats, 717,286; total yield, 11,901,440 bus.; compared with last year's acreage of wheat, 2,224,078, total yield, 23,830,014 bus., and acreage harvested of oats 720,412, total yield, 15,164,714 bus.—Geo. B. Ellis, sec'y Missouri State Board of Agri.

## Nebraska.

Eagle, Neb., Sept. 11.—Corn 75%, acreage 50%. Wheat has averaged about 25 bus. per acre; acreage 120%.—R. C. Wenzel.

Auburn, Neb., Sept. 15.—Corn is in average condition and an average acreage. Wheat 115%, acreage 100%.—Bonsfield & Reed.

Wilcox, Neb., Sept. 9.—Got hailed out this year, scarcely any wheat.—D. M. Bruer.

Brainard, Neb., Sept. 9.—Corn 75% yield; average acreage. Wheat yielding 20 bus.—A. J. Proskorec, mgr. Nye Schneider Fwiler Co.

Lorton, Neb., Sept. 14.—Corn 75%; average acreage was planted, the 15% was destroyed by early rains.—Lewis Horseman, mgr. Jones Grain Co.

Paul, Neb., Sept. 15.—Corn 65%, acreage average. It is probable there will be no oats shipped from here. Wheat not quite so good as last year, either in yield or quality.—E. H. Reed.

Nebraska City, Neb., Sept. 19.—Winter wheat is very light in this part of Neb. We have shipped but 47% as much wheat up to Sept. 1st as we had last year at the same time.—Bartling Grain Co.

Ashland, Neb., Sept. 12.—It is dry and hot here, so much so that the late corn will be light and chaffy; dry for fall plowing.—E. H. Merriman.

Julian, Neb., Sept. 15.—Corn 50%, acreage 100%, tho most of the corn on the lowlands was drowned. Wheat, yield 75%, acreage 100%.—Sage & Coryell.

Weeping Water, Neb., Sept. 11.—Corn 50%, acreage average. Wheat 115%, acreage 95%. The acreage of wheat will be increased next year.—E. F. Marshall.

Nehawka, Neb., Sept. 16.—Corn 60%, acreage average. Acreage of oats is gradually decreasing from year to year. Wheat is an average yield, and of good quality.—A. F. Sturm.

Dunbar, Neb., Sept. 14.—Corn is not more than a half crop; acreage 110%; oats about 30% yield, acreage 90%. Wheat yielded 75% from an average acreage.—Murray Grain Co.

Wyoming, Neb., Sept. 16.—Corn not more than half a crop here; acreage average. Oats have not averaged more than 11 bus. per acre. Wheat is an average yield and acreage.—D. C. West.

Nebraska City, Neb., Sept. 12.—Corn 75%; acreage 100%. Oats are of very light quality and average about 12 bus. per acre. Wheat 20 bus. per acre; acreage 100%.—Duff Grain Co.

Wabash, Neb., Sept. 12.—Corn 65%, acreage average; wheat averages 20 bus. per acre from an average acreage. No oats will be for sale here, that crop having been practically a failure.—Chas. Ward, mgr. Wabash Grain Co.

Houston, Neb., Sept. 18.—The average acreage of winter wheat will be sown in this locality. Very little threshing has been done, just enough for fall seeding, but will continue late this fall.—C. R. Tindal, agt. Uplide Grain Co.

Talmage, Neb., Sept. 14.—Corn 50%; 30% was drowned by early rains. The farmers are not sowing as much oats as formerly; only one car of oats shipped from this place in 25 years. Wheat 50%; acreage average.—A. T. Brannan.

Valparaiso, Neb., Sept. 9.—Wheat yield 100%, acreage 125%; quality poor. Oats 50% of last year's crop; acreage 50%; corn 50% of an average yield. Prospects indicate a large increase in wheat acreage for next year.—W. T. Craven.

Union, Neb., Sept. 17.—Corn 50%; an average acreage was planted, tho 25% was destroyed by early rains. Wheat 80% of last year's crop. Nearly all wheat has been marketed, and about 5% of old corn remains in the hands of the farmers.—McCarthy & Sturm.

Berlin, Neb., Sept. 14.—Corn 50%; acreage planted was average, but 15% was drowned by early rains. Wheat yielded an average of 22 bus. per acre, and is of good quality with large plump grains. Indications are for an increased acreage of wheat for next year.—W. H. Irland.

Elmwood, Neb., Sept. 11.—Corn 50%, with an average acreage. Oats are practically a failure; there will be none to sell, tho the acreage sown was average. Wheat is an average crop. About 30% more land will be sown in wheat this coming year than last season.—J. H. Rogge & Co.

Polk, Neb., Sept. 21.—Corn 125%, acreage average. Wheat 100%, Oats 25% of average yield. Dry weather complaints were numerous this morning, with no rain to speak of in Polk county for a month. Usually 75% of wheat is seeded by now, but only 25% has been planted. Fields are nothing but dust and farmers are waiting till it rains to finish seeding.—J. E. McDaniel.

Weston, Neb., Sept. 9.—Corn will yield 80% of an average crop. The average acreage was planted, tho 15% was drowned by early rains. Oats are yielding 20 bus. per acre, and are of a very poor quality; probably none to sell. Wheat yielded an average of 20 bus. per acre. The acreage of wheat will be materially increased the coming year. A hailstorm a year ago destroyed the crops so there is but little old grain to sell.—N. A. Tuveson, agt. Weston Grain & Live Stock Co.

Agnew, Neb., Sept. 10.—The original acreage of corn was average, but 15% was destroyed by the early rains; yield 75%. Oats 40% yield, about 1/4 being so poor it was not harvested. Wheat has averaged 16 bu. per acre. The wheat which was stacked is good, while that in the shock is of very poor quality. The acreage of wheat last year was average, tho indications are for an increased acreage next year.—B. R. B. Weber, agt. Neb. Elevator Co.

Doniphan, Neb., Sept. 2.—Unless injured by an early frost, corn will be the best it has been since '86. Only about 30% of the average acreage of oats was sown this year. Wheat is averaging 25 bus. per acre; acreage 105%.—Scudder Grain Co., H. T. Ingalls, mgr.

#### North Dakota.

Belfield, N. D., Sept. 18.—The grain crop is very fair in this part of the country.—J. E. Dyer.

Bartlett, N. D., Sept. 16.—Crops not very satisfactory; yield from 5 bus. to 7 bus. per acre, flax seed about the same.—A. M. Enney.

#### Ohio.

Naomi, O., Sept. 19.—Corn is being cut and is turning out good. Some small ears but the dry weather and lateness of the frost will ripen them and show up good sound grain.—V. E. Hanson, agt. Naomi Grain Co.

#### Oklahoma.

Vinita, Okla., Sept. 21.—We are figuring on about 45% of a corn or crop in this locality, and are now buying and cribbing new corn every day, cribbing same.—Geo. Kapp, sec'y and mgr. Union Grain Co.

#### South Dakota.

Lennox, S. D., Sept. 12.—Corn is out of the way of frost; oats and barley not moving very fast on account of a light crop. Most of the farmers on 1/4 sec. have from 300 to 600 bus. of small grain to spare.—R. E. Johnson.

Kidder, S. D., Sept. 16.—Threshing is nearly completed. Wheat averaging 15 bus. per acre, fair quality. Durum 25 bus., quality good; flax 10 bus., quality good; barley 30 bus., oats 20 bus., light.—G. Norman, agt. Cargill Eltr. Co.

Fairview, S. D., Sept. 21.—We have not had a drop of rain this month, and only a few light showers in Aug. Our corn is about made, some will be chaffy; no danger from frost now; little fall plowing done.—W. P. Manning, mgr. Farmers Co-operative Grain Co.

#### Tennessee.

Nashville, Tenn., Sept. 22.—Farmers are now preparing the ground to plant their winter oats and wheat and it is believed, in view of the good prices now prevailing, that the acreage will be the largest the state has ever had. The maturing corn crop promises to give a yield equal to the bumper crop of last year. Some localities, however, have suffered from lack of rain and will probably not show up so well.—M.

## A Memphis Public Elevator.

One of the busiest elevators in the South, and one of two public elevators in Memphis is the Merchants' elevator, illustrated herewith. This view of the plant shows a large elevator with double trackage adjacent, capable of accommodating 15 cars at one setting. The large warehouse operated in connection with the elevator is hid behind a row of freight cars, only a portion of the roof showing, but it is a very important adjunct of the elevator.

Practically all shipments of grain in the South are sacked and the warehouse is used for storage purposes. It is a very busy scene to look upon, as about 40 negroes are kept hard at work sacking grain and loading it into cars or unloading it into the receiving sinks for elevation. The only white man about the elevator is J. C. West, the superintendent.

The elevator is modern in every particular, having just been overhauled and equipped with the best machinery obtainable. The elevator and warehouse will hold 200,000 bus. of grain. Two legs, a receiving and house elevating with sufficient capacity for handling grain as fast as it can be unloaded compose the elevating equipment. The machinery consists of a hopper scale, capacity 100,000; lbs. automatic sacking machine; Hess Drier; corn shucking and shelling machine; oat clipper; corn and oats cleaner; chop mill; a fresh air drier and other machinery for handling grain in a rapid and efficient manner.

All the bins are of overhead, hopper bottom construction, and are so arranged that grain can be spouted into either the receiving or house leg from any one or all of them, and sack thru automatic sacking machines from bins at same time. McCord & Horton are owners and operators of the elevator.



The Merchants Elevator of McCord & Horton at Memphis, Tenn.



## Office Grading of Grain Receipts at Chicago.

Inspecting grain in a central office under the immediate supervision of the supervising inspectors, has proved so very satisfactory in Winnipeg and Minnesota, that the system has now been introduced in Chicago on three railroads; and will be extended to other roads as fast as the Illinois Inspection Department can rearrange its work.

Winnipeg's grain inspectors have always done their work in an office under the most favorable conditions of northern light, type samples, grain testers, and convenient grading tables; in fact, grain has never been inspected any other way in that market.

Chief Inspector Cowen expects not only to facilitate the marketing of grain and the prompt release of cars, but is confident of more uniform work than has ever been attained in the state. At present, experienced samplers are drawing samples from grain arriving over the C., M. & St. P. R. R., the C., B. & Q. R. R., and the C. & A. R. R. Whenever these samplers find wide variation in quality from different parts of a car, they draw separate samples from the car, of about two quarts each, and tie them together, indicating on back of card accompanying each sample, the approximate proportion of each kind of grain in the car.

When a sampler has finished drawing his sample from car, he immediately fills out card reproduced herewith, and tacks to side of car. He also fills in the sampling ticket with everything excepting the grade, and puts it in the cotton bag with the grain. Any unusual conditions in the character, quality, or condition of the grain, are noted on back of the ticket

that the time elapsing between the drawing of the sample and the notifying of the consignee of the grade given, will be reduced from three to five hours, and at a time when minutes are valuable. Dealers who have grain arriving on last day of month, when a corner is on, will readily appreciate the advantage of getting their grain in the current month's receipts. Prompter handling by the Inspection Dept. will insure prompter selling by the receivers, and thus bring about quicker unloading, and a reduction of the cost for interest.

The Department keeps samples of each car until 12:30 of the following day, and reinspection of the sample must be called before that hour. If the original inspection is sustained, the consignee is charged

\$1.00; but nothing if the inspection is changed.

During the first six days of office grading, 1908 cars were inspected, only three reinspections were called for, and but two changes were made. In view of the large volume of work performed by the three deputy inspectors, and the new conditions under which they worked, the record is most creditable.

Should any doubt arise as to the sample correctly representing the average quality of the car from which it was drawn, then the Chief Inspector would order car resampled and reinspected. In case consignees are not satisfied with the results obtained thru reinspection, then they may call in the Appeals Committee, just as heretofore.

It is the intention of Chief Inspector Cowen to extend this system of grading

## ILLINOIS STATE GRAIN INSPECTION

Grain *Oats*

Car No. *2323*
*R. R. C. M. & St. P.*

# SAMPLED

*Sept. 24, 1908*
*Al White*
**Sampler**

Ticket Tacked to Car by Sampler.

## ILLINOIS STATE GRAIN INSPECTION

CAR NO.	INITIALS	GRAIN	GRADE
<i>41144</i>	<i>C. B. &amp; Q.</i>	<i>Corn</i>	
REMARKS <i>Damp and Warm</i>			
C. B. & Q. CONSIGNEE <i>Rumsey &amp; Co.</i>			
CHICAGO <i>Sept. 23, 1908</i>		<i>H. M. Smithers</i>	
		INSPECTION	
		SAMPLER	

Ticket Sent in with Each Sample by Sampler

accompanying the sample. The samples are rushed to the head office of the Inspection Dept., where three experienced deputy inspectors pass on the quality of the grain, and fill in the grade and sign the ticket.

As fast as the work of the inspectors is recorded by the clerks, a ticket is made out for each sample, similar to the one reproduced herewith, and placed in receivers' box, so as to facilitate consignee's learning of the grading of grain consigned to them. These tickets are stamped on the back with an automatic time-dating stamp, so as to show the day, hour, and minute the sample was passed upon by the inspector.

It is estimated by the Chief Inspector

to the other railroads, just as soon as possible, and ultimately to have some inspectors specialize in their work,—that is, the man who grades rye will inspect nothing else, and, naturally with Deputy Inspectors devoting all their time and attention to one kind of grain, their work is sure to be more uniform and their grading far more reliable.

The Department will install moisture-testing apparatus of the latest design, not only for the purpose of determining accurately the percentage of moisture in samples of grain, but also for schooling the inspectors in judging of the percentage of moisture contained, without conducting the moisture tests.

While some receivers are disposed to question the practicability of the new system, its success in other markets insures satisfactory results in the great central market.

## STATE GRAIN INSPECTION

No. *14496*

Chicago, *Sept. 24, 1908*

Car *St. Paul*
*Armour*

Grain *Corn*

Grade *2 Yellow*

Chi. Mil. &amp; St. Paul

*Powell*
**Deputy Inspector**

Inspection Tickets Issued to Consignee

# Grain Trade News

## ARKANSAS.

Newport, Ark.—The eltr. of the American Wholesale Grocer Co. was struck by lightning on the night of Sept. 6, and burned to the ground. Insured.

Little Rock, Ark.—We expect a car shortage this year when the grain begins to move on account of the closing of the Rock Island Repair Shops and those of the Mo. P. RR. According to the laws of our state no rolling stock in the state is allowed to be taken out for repairs consequently we will have poor cars and few of them when the movement begins.—A. L. Deibel.

## CANADA.

Cory, Alta.—The Winston-Leslie Co. is erecting an eltr.

Govan, Sask.—An eltr. is being erected for W. Stead & Co.

Shoal Lake, Man.—A. S. Arnold is erecting a 30,000-bu. eltr.

Grassy Lake, Sask.—The Medicine Hat Milling Co. is erecting an eltr.

Basswood, Man.—An eltr. is being erected for N. Cameron & Co.

Manor, Sask.—McLaughlin & Ellis have leased the Farmers Eltr. for the season.

Duck Lake, Sask.—The Saskatoon Milling Co., Saskatoon, has purchased the eltr.

Killam, Man.—The Alberta-Pacific Eltr. Co. will erect eltrs. here and at gleichen.

Winnipeg, Man.—Owing to the strike of railroad employees 1,500 cars of wheat are said to be side-tracked near this city.

Winnipeg, Man.—J. Sidney Smith of Kansas City, Mo., has opened an office at this city to handle an export business.

Fort William, Ont.—A portion of Eltr. D which is being remodeled in steel and concrete by the C. P. Ry. will be used for this year's crop.

Moose Jaw, Man.—The New Prague Flouring Mill Co. is erecting a new eltr. with a capacity of 100,000 bus. The company will also build a warehouse and remodel the old eltr. so that it will hold 65,000 bus.

Winnipeg, Man.—The States Eltr. Co. has erected eltrs. at Allen, Kinley, and Bradwell, situated on the Grand Trunk Pacific R. R.; also one at Delisle. A number of eltrs. will be built on the Moose Jaw-Lacombe extension.

Fort William, Ont.—Inspector Frank E. Gibb reports that the eltrs. at Fort William and Port Arthur shipped during the crop year ending Sept. 1 37,825,996 bus. wheat, 7,297,000 bus. oats, 1,285,000 bus. barley and 1,234,000 bus. flaxseed.

Toronto, Ont.—Parrish & Lindsay, grain merchants of Winnipeg, have opened an office in this city, owing to increase of its business in the east. Charles Faessler, until recently with the Western Canada Flour Mills Co. Ltd., will be mgr.

Winnipeg, Man.—The new grain act went into effect Sept. 1, and the terminal eltrs. are now under government control, so that the identity of shipments can be preserved until exported, except during the rush season between Sept. 1 and Dec. 15.

Oakburn, Man.—Fire destroyed the 235,000-bu. eltr. of the Western Canada Flour Mills Co. Ltd., Sept. 15. The eltr. contained no grain, but \$1,000 worth of flour was destroyed in an adjoining warehouse. The fire is supposed to have been caused by lightning.

Winnipeg, Man.—At the hearing by the Dominion Transportation Commission Sept. 15 N. Bawlf presented the complaint by the Northern Eltr. Co. against the charge by the C. P. R. for handling grain between eltrs. and team tracks. The haul is usually a short one, yet the road has advanced the charge from \$3 to \$5 per car.

St. John, N. B.—A committee of the city council has been appointed to confer with owners of floating grain eltrs. at Montreal and New York with a view to the purchase of an eltr. to be towed to this city for the winter grain shipments, since the contemplated double grain conveyors costing \$145,000 could not be completed before February.

Montreal, Que.—The Grand Trunk has made the following schedule of eltr. charges effective since Sept. 1: On export grain ex-cars: elevation, including storage of 10 days or part thereof and delivery to ocean steamer thru carriers or otherwise, 9@10c. Storage for each succeeding 10 days or part thereof, ¼c. For other services: loading grain in cars, per car \$1, cleaning grain, ¼c, turning grain, ¼c, floating grain from eltr. to alongside steamer in harbor, ¼c per bu. Inspection: all grain ex-cars will be subject to inspection by the official grain inspector, and 40c per car will be charged in addition to the storage charge. On grain ex-steamer or barge, elevating into eltr. and weighing, ¼c. Storage for 20 days or part thereof, including delivery to vessel alongside elevator, ¼c. Storage for each succeeding 10 days or part thereof, ¼c. On domestic grain ex-cars: oats, elevation and storage for 10 days or part thereof, ¼c. All other grain, elevation and storage for 10 days or part thereof, ¼c. Shortage for each succeeding 10 days or part thereof, on all grain ¼c per bu.

## CHICAGO.

Memberships in the Board of Trade are selling at \$2,700.

Joseph Hahn has gone with the Armour Grain Co. and is trading in the pit.

Oliver A. Olmstead has taken charge of the grain and stock business for Farson, Son & Co.

Erskine Richardson, only son of D. E. Richardson, who died 5 years ago, died recently in California.

David A. Noyes and Wm. C. Jackson have formed the firm of Noyes & Jackson, to do a brokerage business in grain and provisions.

Clinton Briggs, founder of the Star & Crescent Mills, died at his residence on the morning of Sept. 17, aged 87 years. He was first vice pres. of the Board of Trade in 1861, and at one time city treasurer.

Cassidy & Gray, brokers of this city and Quincy, Ill., have suspended business, thru inability to put up margins on the

short side of the market. Creditors have asked for a receiver, alleging \$100,000 liabilities and only \$1,000 assets.

"For the sake of charity" a large number of baseball enthusiasts from the Board of Trade went enmasse to Orchestra Hall Wednesday afternoon to view the returns of the New York Giants and Chicago Cubs ball game which were electrically flashed upon a score board.

Among the solicitors of commission business for the Armour Grain Co., as posted on the floor, are S. R. Gage, Minneapolis; H. P. Mulhall, New York; W. G. McDougall, Des Moines; E. R. Thresher, Omaha; H. D. Waters, Buffalo, N. Y.; J. M. Dennis, Baltimore, Md., and John L. Rodgers, St. Louis, Mo.

The market report committee of the Board of Trade was instructed by the directors to investigate the errors in the transmission of the government report on spring wheat. The first report on condition was 80.7 and the corrected report 77.6. Traders who sold on the first and hot on the last report suffered considerable loss.

Odors emanating from the watersoaked wheat in the slip between burned Eltrs. E and F of the Armour Grain Co. under the stimulus of the hot September sun have led Chief Sanitary Inspector C. B. Pall to investigate complaints, with the result that the Chicago House Wrecking Co., which is handling the salvage, was directed to dredge the slip immediately.

Profits of the Corn Products Refining Co. for the first five months of the year have been 65% of those of the corresponding period of the preceding fiscal year. Gross business has been 75%, the net having fallen off 35% on account of the higher price of corn. The company is considering the issue of \$1,000,000 short time bonds to carry on the construction of its large plant at Summit.

Application for transfer of membership in the Board of Trade has been made by Chauncey R. Hardy, James H. Milne, J. E. Van Dorn, Charles N. Ford, Duncan Bruce, Mr. Bean, William L. Tillotson, M. N. Hull, and the estates of George E. Gooch and Frank J. Leahy. Application for admission to membership has been made by John C. Wilson, Carroll Shaffer, Joseph A. Rushton, William J. Lauderbach, Munson Burdick, Richard H. Smart, Frank F. Cornelius, Walter J. Nicholls, Edward Dickinson and Joseph H. Henderson were elected to membership on the board.

Incidental to the establishment of the new system of inspecting grain by which the state inspectors grade samples brot to them at the main office instead of working at the cars there became available to receivers a new sampling service. After the inspectors examine the samples the department will hand over one-half the contents of the bag to the receiver on payment of a fee of 15 cents. Delivery of these samples to the floor of the Board of Trade was contemplated by Chief Grain Inspector W. Scott Cowen but reconsidered by him on receiving notice that the Board would not give him representation on the floor, so that the samples at present are kept at the grain inspection office for those who wish them. The receivers' agents, of whom there are several, are members of the Board, and their friends are sorry that the new service inaugurated by the state inspection department is likely to deprive them of their business. It is said some of the receivers' agents have derived a revenue of \$6,000 a year. Their fee is 20 to 25c



per sample, their revenue fluctuating with the receipts, while Mr. Cowen's charge is uniformly 15 cents. There being now a double set of samples, the state inspectors using one set to grade the grain, and the receivers using the other set to exhibit at the cash grain tables, the directors of the Board adopted the following resolution: "That it is the sense of this directory that on in-coming grain the official samples of this Board shall be those furnished by receivers' agents appointed by this body and under the control of the other inspection committee, and claims arising on such samples obtained through other sources shall not be enforced under the rules of this board." While the samples of the state have been ruled off the Board the state samples may be brot on the floor by members, all having that privilege. The receivers who are having sampling done by the state grain inspection department are Dougherty & Co., Montague & Co., Pope & Eckhardt Co., Bartlett, Patten & Co., Quaker Oats Co., Rogers Grain Co., Rogers & Bros., P. H. Schiffin & Co., Sidwell & Co., Rumsey & Co., E. P. Bacon & Co. and W. P. Anderson. In another column of the Journal will be found a description of the new method of inspecting grain.

The order of the Illinois Railroad & Warehouse Commission amending Rule 23 and establishing the Chicago switching district will go into effect Oct. 1 and defines connecting line switching, switching limits, industrial switching and intermediate switching. The rules for the Chicago district differ from those for the remainder of the state. For the Chicago switching district the new rules provide: "The reasonable maximum rate for each railroad in the Chicago switching district for 'connecting line switching,' where the distance does not exceed 5 miles, shall not exceed \$4 per car, and where the distance is more than 5 and does not exceed 15 miles, shall not exceed \$4.50 per car, and where the distance is over 15 miles shall not exceed \$5 per car, regardless of weight or contents, but in no case shall a car be loaded beyond its safe carrying capacity. *Provided*, the rate on grain from or to eltrs, mills, malt houses, distilleries and sugar refineries, where the distance does not exceed 5 miles, shall not exceed \$3 pr car, and where the distance is more than 5 and does not exceed 15 miles, shall not exceed \$3.50 per car, and where the distance is over 15 miles, shall not exceed \$4 per car. The reasonable maximum rate for each railroad in the Chicago switching district for 'intermediate switching' shall not exceed \$2.50 per car within the Chicago switching district. The reasonable maximum rate for each railroad in the Chicago switching district for 'industrial switching' where the distance does not exceed 5 miles, shall not exceed \$5 per car, and where the distance is more than 5 and does not exceed 15 miles shall not exceed \$6 per car, and where the distance is over 15 miles shall not exceed \$7 per car, regardless of weight or contents, but in no case shall a car be loaded in excess of its marked capacity plus 10 per cent. *Provided*, the rate on grain between elevators, mills, malt houses, distilleries and sugar refineries shall not exceed 75 per cent of the above charges for industrial switching. The usual 'free time,' but not less than two days for loading and not less than two days for unloading shall be allowed all shippers and receivers of freight, and no per diem or other charge for the use or for the movement of any loaded car or cars, in addition to the charge above provided for shall be made

against any consigner or consignee of freight during the time the car or cars are in transit or during the 'free time' above referred to. No additional charge shall be made for the necessary movement of an empty car preceding or succeeding a switching movement.

## COLORADO.

Denver, Colo.—The Colorado-Nebraska Grain & Hay Co. has closed its office and Fred Faulkner, who was mgr., has left the city.

Denver, Colo.—Wm. C. Crolus & Co., operating a branch of a Cincinnati bucket-shop, has closed his office, with \$2,000 liabilities.

Weldona, Colo.—The Weldon Valley Eltr. & Mercantile Co. incorporated; capital stock \$50,000; incorporators: R. W. Schaefer, H. H. Schaeff, Vera E. Korphae.

Sterling, Colo.—The 15,000 bu. eltr. of B. D. Fletcher is being built by G. H. Birchard. It will be equipped with 15 h. p. gasoline engine and three high feed mill. A warehouse 20x36, 12 ft. high for flour and feed will be put up.

Denver, Colo.—I have appointed the following committee to thoroly investigate and decide on a means of obtaining official inspection here if found practical: C. E. Bell, mgr. Model M. & E. Co., Greeley, Colo.; T. F. Savage, mgr. Hungarian Mills, Denver, Colo.; J. R. Forsyth, mgr. Longmont Farmers M. & E. Co., Denver and Longmont, Colo.; C. B. Seldomridge, pres. Seldomridge Grain 'Co., Colorado Sprgs., Colo.; C. F. Best, prop. J. D. Best & Co., Denver, Colo. These are men of large means and much business experience and anything they do we may guarantee will be right and straightforward.—G. E. Ady, pres. Colorado Grain Dealers Ass'n.

## IDAHO.

Nez Perce, Ida.—Interior Warehouse Co., incorporated; capital stock, \$100,000.

Nez Perce, Ida.—L. W. Robinson will increase the size of his warehouse, which is almost completed, with a 200-foot extension.

Ashton, Ida.—A 15,000-bu. eltr. is being constructed by G. H. Birchard for Miller Bros. It will be operated by 20-h p. gasoline engine and have a No. 157 Barnard & Leas Perfected Eltr. Separator with sieves for grain and seeds and one feed mill. It will have concrete foundation and galvanized iron cover.

Kimberly, Ida.—The Utah-Idaho Eltr. Co. is building a 20,000-bu. eltr. with solid concrete hopper crib construction, covered with galvanized iron. It will be equipped with engine, hopper scale and separator, passenger lift, one stand eltrs. and Barnard & Leas three high feed mill. G. H. Birchard has the contract for the house and for a similar one at Filer, Ida., for the same company.

## ILLINOIS.

Harmon, Ill.—F. Hettinger has purchased a Western Gyrating Cleaner.

Stockton, Ill.—The Hammond Grain Co. has succeeded M. K. Hammond, deceased.

Gridley, Ill.—W. E. Castle & Co. have been succeeded by the Coyle Grain & Coal Co.

Argenta, Ill.—McCarty & Gerber brot suit in the circuit court Sept. 14 against the Illinois Central Railroad Co. to recover \$1,000 damages for negligent delay in the transportation of a car of oats.

The railroad took 28 days to haul a car from Argenta to Memphis, Tenn.

Richardson, Ill.—I have leased the eltr. at this place and am a regular dealer.—Wm. Ryan.

Rockford, Ill.—E. K. Golding has taken the old eltr. at the glucose plant and will utilize the lumber.

Millington, Ill.—The Millington Grain Supply Co. has recently installed a new 24-HP. gas engine.

La Rose, Ill.—I am not in the grain business now.—A. H. Schumacher, formerly with La Rose Grain Co.

DeLand, Ill.—We are successors to Kaheer Bros. R. J. Kahler has moved to Denver, Colo.—Kahler & Son.

Champaign, Ill.—P. G. Jones has been succeeded as mgr. for the Cleveland Grain Co. by Mr. Duvall, of Beardstown.

Cornell, Ill.—E. D. Brady & Son of Cullom have bot the grain eltr. and coal business of J. V. Shaughnessy & Co.

Sibley, Ill.—E. T. Johnson, formerly with the Wabash, has resigned and will manage the eltr. of the Sibley Grain Co.

Mason City, Ill.—A. J. Cates, at one time in the grain business at Teheran, died at this place recently aged 74 years.

Channahon, Ill.—The Threshing Machine Co. has bot the grain eltr. of Wenden Buck of Joliet, and will use the lumber.

Kinderhook, Ill.—David Jones has purchased a Western Gyrating Cleaner and a Western Sheller from the Union Iron Works.

Belleville, Ill.—We anticipate building a 40,000-bu. eltr. to take the place of the one destroyed by fire Aug. 23.—Crown Mills Co.

Fox, Ill.—B. S. Armstrong of Chicago has taken down his old eltr. and will rebuild a larger and more substantial house at this place.

Havana, Ill.—John Pemberton, proprietor of the Pemberton Grain Co. at Forest City and Miss Margaret Keisling, were married Sept. 3.

Galton, Ill.—J. P. Woolford has made extensive improvements in his elevator. He has installed machinery furnished by the Union Iron Works.

Baileyville, Ill.—The eltr. of B. P. Hill Co. burned on the morning of Sept. 15. The fire was caused from a spark from a passing locomotive. Loss \$10,000.

New Holland, Ill.—After having had plans prepared for its new eltr. the Farmers Eltr. Co. found it could not perfect title to the site and decided not to build.

Harry Springs, Ill.—Edwin Beggs' eltr. has been equipped with considerable new machinery consisting of a Western Sheller and Cleaner furnished by the Union Iron Works.

Arnold, Ill.—The Arnold Farmers Eltr. Co. incorporated; capital stock, \$7,000; incorporators, Geo. W. Moore, John M. Stewart, Chas. M. Coons. They will deal in grain, farm produce and lumber.

Illinoi Sta., Ill., Frankfort p. o. Ind.—Early on the morning of Sept. 14 grain eltr. belonging to J. S. Sellers burned to the ground. Only about 1500 bus. of grain was in the eltr.

Washington, Ill.—Andrews & Roehm, of the Washington Milling Co. have let the contract for a new eltr. It will be 72 feet high, 22x26 in size. It will be cribbed and will have a slate roof. It is to be completed by Dec. 1, and will have

a switching connected with the T. P. & W. and C. & A. R. R. They will do a general grain business.

Rantoul, Ill.—Coon Bros. of this place are defendants in a suit for \$1,000 damages brot by John Watson, who alleges settlement on a sale of corn was refused except by compromise.

Peoria, Ill.—A warehouse receipt of the Burlington Eltr. Co. for 2,010 bus. of No. 4 white oats has been lost or stolen. A duplicate has been issued and notice sent out not to honor the original.

Dawson, Ill.—Edwin Beggs has equipped his eltr. here with a Western Sheller & Cleaner. The eltr., which was recently completed, has a storage capacity of 25,000 Lus. It is located on the Wabash.

Emden, Ill.—J. R. Aston has just finished remodeling his eltr. The building was made twenty-five ft. higher and equipped thruout with Webster machinery. All grain is weighed thru a Hoepner Automatic Scale.

Risk, Ill.—The Farmers Eltr. Co. of Strawn, expects to have a branch house at this station soon. They have made the Rogers Grain Co. an offer, and if it is not accepted they will purchase a site and erect a house.

East St. Louis, Ill.—Pending a decision of the courts on the right to charge \$2 for switching the roads have discontinued the charge. The suits were brot against the Chicago & Alton R. R. by the St. Louis Hay & Grain Co.

Illinois shippers will be interested in Mr. Richter's letter in this number quoting the Illinois law requiring the delivery of all grain received at destination or full payment therefor and the right to change consignment before grain is unloaded.

Saunemin, Ill.—We have reshingled our cat house and also put in a new 90-bbl. cistern in order to use rain water for our gasoline engine, the water being pumped from the cistern to the engine by rotary pump.—Geo. J. Carson, mgr. Saunemin Eltr. Co.

Divernon, Ill.—We have not decided as to what length we will improve this fall, as we have not much time before the crop will be on us. We expect, however, to give the plant a complete overhauling in the spring.—Walter A. Pegram, mgr. Divernon Grain Co.

Collison, Ill.—We have bot the Rogers Grain Co. eltrs at this place, Jamesburg and Brothers, Ill. We are going to paint them and give them a general overhauling and put them in first-class shape. We may install a new engine at Brothers.—Wright & Knight.

Guthrie, Ill.—A 10,000-bu. eltr. belonging to McClure & Brotherton was burned to the ground at 2 a. m. Sept. 9. It is presumed that sparks from a passing engine caused the fire. The eltr. was an old structure and had not been used for some time. The loss is estimated at \$4,000.

Leonore, Ill.—Peter Eschback, Jr., has failed. Liabilities, \$44,000; assets, \$34,000. Peter Eschback, Sr., and his brother-in-law, Peter Fogle, are the heaviest creditors, thru having indorsed notes. Mr. Eschback is said to have lost 8c per bu. on a purchase of 45,000 bus. of corn which proved to be of inferior quality.

Ridgeville, Ill.—Two grain eltrs. belonging to Maddin Bros. and containing 12,000 bus. of oats owned by the firm and farmers in the neighborhood was burned on the morning of Sept. 3, at 11:15. Sparks from an Illinois engine are supposed to have caused the fire. They purchased the eltrs. three years ago, for \$6,500 and car-

ried \$4,000 insurance on the buildings. The loss on grain is in the neighborhood of \$6,000. George W. Maddin of Thawville head of the firm says the eltrs. will be rebuilt as soon as the insurance has been adjusted.

## INDIANA.

Osgood, Ind.—W. D. Wilson has added new machinery to his eltr.

Cates sta., Kingman p. o., Ind.—T. M. Jackson has bot the eltr. property of W. F. Banta.

Bennett's Switch, Ind.—I am thinking some of building a small eltr.—J. M. Couch & Co.

Wingate, Ind.—I am out of the grain business.—Joseph S. Henry, former agt. for Crabbs Reynolds Taylor Co.

Poseyville, Ind.—We intended to build a small eltr., but have abandoned the idea until next season.—Henderson Eltr. Co.

Lakeville, Ind.—I am informed that Thad Riddle is the owner of the eltr. I sold in April.—W. H. Stults, now of Grainfield, Kan.

Fort Wayne, Ind.—Grain shippers of Northwestern Ohio and Northeastern Indiana held a conference at the Commercial Club Sept. 15.

Delphi, Ind.—C. M. Kerlin & Co. have equipped their new eltr. with a Western Gyration Cleaner, furnished by the Union Iron Works.

Hammond, Ind.—Western Grain Products Co. incorporated; capital stock, \$35,000; incorporators, H. Shoemaker, R. O. Winckler, Chas. M. Mayer.

New Richmond, Ind.—We contemplate purchasing a machine to clean clover seed with, separating out the buckhorn.—Union Eltr. Co., Chas. Haywood.

Wolcottville, Ind.—Wolcottville Eltr. Co. incorporated; capital stock, \$10,000; incorporators, Chas. O. Grannis, George F. Eschelman, J. F. Atwood, William P. Grannis and Geo. E. Bucher.

Linden, Ind.—Water for the big sugar feed plant of the American Milling Co. is being hauled, all but deep driven wells having gone dry on account of the drouth, which has lasted since July 4.

Hammond, Ind.—The Alliance Eltr. Co. incorporated; capital in New York, \$25,000, capital in Indiana, \$7,500. The eltr. is operated by the Burns-Yantis Grain Co. of Buffalo and Chicago.

Talbot, Ind.—The contract for the construction of the new eltr. for Vant & Cloke was not let as stated in the column Sept. 10. New plans are being prepared by the Burrell Engineering & Construction Co.

Bryant, Ind.—The Bryant Grain Co. incorporated; capital stock, \$12,000. The Bryant Supply Co. incorporated; capital stock, \$6,000. Both companies are interested in the selling and buying of grain products.

Indianapolis, Ind.—M. T. Dillon, of Frankfort, Ind., on Sept. 23 was appointed sec'y of the Indiana Grain Dealers Ass'n by the board of mgrs, to succeed J. M. Brafford, who resigned on account of other business.

Atkinson, Ind.—Bell & Greenwood have had plans prepared by Fred Friedline for a 30,000-bu. up-to-date eltr. which is being put up by the Burrell Engineering & Construction Co. The plant includes cist house, cob house, fuel room, brick power house 20 ft. from main building, and new office building. Access to cupola will be by manlift and stairway.

Equipment includes 2 stands of elevators, U. S. Sheller, Western Shaker Cleaner, 2 B. S. C. Platform Dumps, B. S. C. Chain Feeder, Richardson 2,000-bu. Automatic Scale and Bowsher Mill.

Kirkpatrick, Ind.—J. P. Halstead is building a 20,000-bu. cribbed eltr. The equipment will include cleaner, sheller and 3 legs. Bowen & Shaeffer have the contract. The machinery is being furnished by the Skillen & Richards Mfg. Co.

Frankfort, Ind.—John C. Young, of this city, has purchased two eltrs., one located at Woodville, on the Vandalia R. R., and the other at Burrows on the Wabash R. R. Both were purchased for \$10,000. Mr. Young was formerly interested in the eltr. at Michigantown.

Princeton, Ind.—Roger P. Moore, head of the R. P. Moore Milling Co., here and at Greensburg, died Sept. 4 at Colorado Springs, Colo. Mr. Moore contracted a severe cold some months ago at the time of the burning of the firm's eltr. at King, and went west with the hope of recovering his health. The remains were brought here for burial.

New Waverly, Ind.—Rich Bros. have traded their eltr. and lumber yard to C. W. Montgomery of Camden for a farm. Possession will be given Nov. 1. During his 8 years' experience Mr. B. E. Rich has formed a liking for the grain business and expects to become identified with some good firm as solicitor or mgr. at a local point.

Roanoke, Ind.—H. C. Silver, former proprietor of the eltr. at Mardenis Sta., is defendant in a suit for \$10,000 damages brot by Schulenberg Bros. & Weber, who bot his eltr. with a stipulation that Mr. Silver should not engage in similar business within 5 years. It is alleged now that Mr. Silver is the real owner of an eltr. erected by W. H. Silver at Mardenis Sta.

Huntington, Ind.—Schulenberg Bros.' eltr. containing 18,000 bus. of grain and J. S. Winebremen, Son & Co.'s eltr. were burned to the ground at 11:30 on the night of Sept. 9. Schulenberg Bros.' loss is estimated at \$15,000 and J. S. Winebremen, Son & Co.'s \$200. The fire is thought to have been of incendiary origin. It is reported that the eltrs. will be rebuilt.

## IOWA.

Eagle Grove, Ia.—Ben. Hanson will erect an eltr.

Gates sta., Atlantic p. o., Ia.—Campbell & Son have built an eltr. here.

Garden Grove, Ia.—H. L. Northop is having his eltr. painted.

Dyersville, Ia.—J. H. Limback has succeeded Limback Bros.

Granger, Ia.—I am now agent for the Granger Eltr. Co.—J. C. Smith.

Earling, Ia.—The Neola Eltr. has been purchased by the Earling Grain Co.

Sioux City, Ia.—The Akron Milling Co. is erecting an addition to its eltr.

Granville, Ia.—The New Farmers Eltr. has opened for business with C. Beal mgr.

Masonville, Ia.—Behan & Rieger have rebuilt their eltr. which burned March 11.

Prairie City, Ia.—Gill & Moore have sold their eltr. to Mr. Hendershot of Otley.

Clutier, Ia.—Albert Simonson has purchased the eltr. of the Northern Grain Co.

Fort Dodge, Ia.—The Iowa Eltr. Co. has removed its headquarters from Des



Moines to this city. The company will continue to operate the eltr. at Des Moines.

Colfax, Ia.—We have just installed a new 6 h.p. Fairbanks-Morse engine.—S. M. Brown & Son.

Doris sta., Winthrop, p. o., Ia.—The Western Eltr. Co. contemplates building a new feed and flour room.

Solon, Ia.—Stephen Fiala has succeeded Fiala Bros. John Fiala will enter the grain business at DeWitt.

Stacyville, Ia.—York Covey has sold his eltr to the Myrtle Grain Co.—John Mundt & Son, Toeterville, Ia.

Charles City, Ia.—C. H. Lane has resigned as mgr. of the Farmers Exchange Co. Mr. Lane will devote his time to farming.

Pekin, Ia.—J. M. Downey has been in the grain business since Aug. 1 as successor to Walter Harrison.—H. A. Bills, agt. J. M. Downey.

Coon Rapids, Ia.—D. J. Jenks is again buying grain at this place. C. A. Jenks of Bayard is looking after the trade for a commission firm of Chicago.

Owasa, Ia.—The Farmers Co-operative Co. has let the contract for its new eltr., which will be completed Oct. 15. It will be equipped with up-to-date machinery, including automatic weigher and loader.

Dubuque, Ia.—The eltr. on the Illinois Central at East Dubuque, which has stood idle for several years, has been purchased by the Armour Grain Co. of Chicago, which has retained Chas. Snyder as superintendent.

Oakville, Ia.—I am now out of business, having sold my eltr. and business here to the Davis Grain Co., of Galesburg, Ill., and the company assigned its contract with me to the Farmers Grain Co., which was organized Sept. 5, with J. A. Duncan mgr.—C. A. Brown.

Dows, Ia.—A. A. Smith has disposed of his interest in the grain and lumber firm of Smith & Loveland, to his partner, F. K. Loveland. In one year this concern did a business of \$150,000, but in the past few years has done very little in the lumber business. Mr. Smith expects to move to Alden.

## KANSAS.

Oakley, Kan.—Murphy & Abie are out of the grain business.

Bison, Kan.—H. Ficker & Son have succeeded P. C. Dixon & Son.

Hackney, Kan.—The Winfield Roller Mills are successors to Whitson Bros.

Chapman, Kan.—The Caroll Milling Co. has succeeded the Morrison Grain Co.

McPherson, Kan.—T. C. Dick will engage in the grain commission business in this city.

Highland, Kan.—John H. Lynds has let contract for a 20,000-bu. eltr. to C. H. Birchard.

Brookville, Kan.—I have placed an Avery Automatic Scale in my eltr.—W. F. Hinerman.

Fort Scott, Kan.—The Fort Scott Grain & Implement Co., incorporated; capital stock, \$50,000.

Lehigh, Kan.—Burkholder & Co. have changed the name of the firm to the Lehigh Grain Co.

Savonburg, Kan.—Richardson & Huff are building an eltr. here in connection with their mill.

Topeka, Kan.—J. E. Gall and the Christie Commission Co. of Kansas City are defendants in a suit brot by Wm. A.

Stephens of Chicago to recover \$2,714 of margins deposited on transactions in grain and stocks.

Great Bend, Kan.—The Union Grain Co. has opened an office. J. H. Herzer will be in charge.

Belmont, Kan.—H. J. Bussinger of Hutchinson has sold his eltr. at this point to E. O. DeVoss.

Fort Scott, Kan.—The Fort Scott Grain & Implement Co. incorporated; capital stock, \$50,000.

Prairie Rock, Kan.—Will Lewis, of the Logan & Lewis Grain Co., has bot the interest of D. R. Logan.

Isabel, Kan.—The Larabee Eltr. Co. is having a 10,000-bu. addition built by the P. H. Pelkey Construction Co.

Morse, Kan.—Kuhlman & Smith of Bonita are erecting an eltr. here. A 25-hp. Witte Engine is being installed.

Melvorn, Kan.—The Melvorn Grain Co. has let the contract to the P. H. Pelkey Construction Co. for a 20,000-bu. house.

Cullison, Kan.—We have begun the construction of a 25,000-bu. eltr. on the Rock Island.—The Millers Grain Co., Hutchinson.

Leavenworth, Kan.—The Kelly-Lysle Milling Co. is replacing the steam plant in its eltr. with a 25-h. p. Witte Gas Engine.

Nashville, Kan.—The Nashville Grain Co. is building a 15,000-bu. eltr., the P. H. Pelkey Construction Co. having the contract.

Lindsborg, Kan.—Ludwig Nelson will erect a \$15,000 alfalfa meal mill with a daily capacity of 20 tons. It will be completed by Nov. 1.

Damar, Kan.—A number of farmers have purchased W. D. Hay's eltr. and coal bins and the business will be put on a co-operative plan at once.

Isabel, Kan.—J. S. Lanning, who has been mgr. of the Farmers Eltr. Co. since its organization has resigned, and John I. Blackwelder will succeed him.

Dillon, Kan.—I have an eltr. of 7,000 bus. capacity at Swayne sta. on the Missouri Pacific, and have been in business since January.—A. F. Sandow.

Raymond, Kan.—E. A. Mowrey, who has been mgr. of the Liberal Eltr. Co. eltr. at Liberal, Kan., has become mgr. for the Raymond Grain & Supply Co.

Clay Center, Kan.—J. C. Miller has engaged in the grain business after putting new machinery, dumps and bins in the house which has a capacity of 40,000 bus.

Parsons, Kan.—H. L. Benedict, mgr. of the eltr. of the Chanute Grain Co. has resumed business after a suspension of 2 weeks, due to the demand by the First National Bank of Chanute.

Wichita, Kan.—Grain men and millers of Northern Oklahoma and Southern Kansas were entertained by the grain men of Wichita Sept. 5. The fifty visitors made up a theater party, attended the ball game and visited the grain offices.

Newton, Kan.—The Southern Kansas Millers Club at a meeting here Sept. 3 voted to continue the fight before the Interstate Commerce Commission for rates on flour into Oklahoma on a parity with the rates on wheat enjoyed by millers of Oklahoma.

Topeka, Kan.—More specific information is to be asked of Sec'y. E. J. Smiley by the state railroad commissioners on his complaint of discrimination in not furnishing grain doors to all shippers. Accordingly Mr. Smiley has requested

**Pure Owl Brand Cottonseed Meal**  
41 per cent Protein Guaranteed  
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Richest Cattle Food yet known.  
Write for our booklet and prices.  
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This is one of the Biggest Ear Corn Feeders on the market when utility is considered, tho' it occupies little space and sells for a reasonable price.  
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Builds the best fire-proof construction elevator because:  
It costs less.  
Can be built quicker and at all seasons of the year.  
It keeps the grain absolutely free from moisture.  
There is no danger of cracked walls or from settling foundations.  
In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.

members of the Kansas Grain Dealers Ass'n on the line of the Missouri Pacific to report whether their stations are supplied with grain doors at the present time.

Topeka, Kan.—Two stockholders have brot suit against the Farmers Co-operative Shipping Ass'n and its management for a distribution of assets and the restitution to the corporation of funds alleged to have been misappropriated. The company was incorporated in 1903 and did business until Apr. 1907, when the stockholders voted to liquidate, choosing the following directors to wind up its affairs: J. G. Goings, T. C. Snodgrass, H. H. Shull, H. R. Signor, R. L. Milton, James A. Mermis, James Butler, P. G. Back and W. W. Lamunyn. On Mar. 16, 1907, says the petition, just prior to the annual meeting, a general statement was rendered by the management to the stockholders showing on hand as assets \$54,431.37 over and above liabilities and showing losses to that date amounting to \$79,248.52. According to the allegations in the petition, a general statement was on July 26, 1908, issued to the stockholders by the present management, showing total assets on hand of \$22,015, over and above liabilities, and total losses amounting to \$107,104.47, showing that from Mar. 16, 1907, to July 26, 1908, while the company had been entirely out of business, it had suffered, thru the management of its officers and agents, the defendants in the present suit, a loss of \$27,855.95 and a diminishing of its assets to the amount of \$32,415.84.

## KENTUCKY.

Pembroke, Ky.—Two large warehouses, one belonging to Garnett & Williams, and operated by A. O. Dority & Co., containing 100 tons of hay and 8,000 bus. of wheat, the other owned by L. McComb & Co. containing 10,000 to 15,000 bus. of wheat, were burned on the night of Sept. 14. The loss is \$25,000; insured.

Louisville, Ky.—Fire on the night of Sept. 3 destroyed the grain eltr. of C. P. Dodd & Co. causing a loss of \$30,000, \$20,000 on stock, \$8,000 on building and \$2,000 on machinery. Insured. The building was the property of the Kentucky Public Eltr. Co. and was built about 15 years ago. It is thought the fire was caused by tramps sleeping in box cars which were near the building.

## LOUISIANA.

### NEW ORLEANS LETTER

The Orleans Eltr. Co. has no office here now.—C. B. Fox, former mgr.

J. E. Dupuy has been appointed chief inspector of feedstuffs for the state board of agri.

Merryville, La.—The grist mill of J. E. M. Hannigan burned Sept. 17; no insurance; loss, \$4,000.

Demand for wheat bran is light, sales being confined largely to the city trade. Despite some improvement recently, the volume of business is still unsatisfactory.

The first new crop corn to arrive here came in Sept. 17 from Ft. Worth, Tex., and consisted of five cars for local use. Part of it was consigned to J. T. Gibbons & Co. It was reported dry and of good quality.

Hay dealers continue to complain of consignments to this market, and it is believed that unless they are soon stopped the congested conditions of sixty days ago will be repeated. Better grades of hay are selling readily, but there is little or no demand for the low grades.

Few transactions are recorded in cornmeal, due, it is stated, to the high price of the product, and the belief of buyers that prices will go lower when the new crop begins to move.

Little corn or oats is being sold in this market at present except to the city trade, planters in the surrounding territory being able to supply their own requirements. Receipts of oats are light.

Between Sept. 1 and Sept. 15, 71,421 bus. of old crop corn were exported. Inward inspection during that period showed 56 cars for export and 23 cars local corn. Sept. 17 there were stocks of 6,000 bushels of old corn at Westwego.

C. H. O'Rourke, for eight years inspector of feedstuffs attached to the State Board of Agriculture, has resigned to become Sec'y and Treas. of the Lawrence & Hamilton Feed Co., flour and feed manufacturers at New Orleans.

Pres. Henry B. Schreiber, of the Board of Trade, has been authorized by the directors of the exchange to call a meeting of merchants to confer with Louis V. de Abad, special representative from the commercial exchanges of Havana, who is here in an effort to promote trade between gulf ports and Cuba.

Due to the efforts of the Board of Trade, calls for grain and hay will probably be made by the Chief Commissary of the U. S. Army in Cuba, deliverable at New Orleans instead of at Newport News, as formerly. Instructions to this effect have been issued following a complaint made by the Board of Trade.

The Illinois Central's foreign freight office here has notified shippers and consignees of grain and flour that they may expect an advance in rates on those commodities Nov. 1. Notice is also given that on that date the Illinois Central will cease to publish thru rates from points on its lines to foreign ports. The reason assigned is that the Interstate Commerce Commission has ruled that carriers must publish inland rates to the port of export, and cannot publish thru rates, except in connection with lines to Canadian and Mexican ports.

In an effort to remedy troublesome conditions existing in the hay market at New Orleans, representatives of the railroad lines and the hay committee of the Board of Trade held a conference recently and adopted new storage rules, and a new rule governing payment of freight. Heretofore storage has been charged beginning four days after hay shipments were unloaded in railroad warehouses. The new rule provides that storage charges shall start from notice of its arrival whether it be in cars on the tracks or in warehouses belonging to the railroads. The new rule governing payment of freight provides that the consignee shall give notice within thirty days after arrival of his refusal of shipment, or shall pay freight within that time. The railroads contended that they were doing a banking business for the consignees, in that they were compelled to pay connecting lines their proportion of the rates, but were forced themselves to wait sometimes as much as twelve months before they could collect freight charges.

The letter of the Board of Trade to Governor Folk, of Missouri, requesting an investigation of the Missouri grain inspection department, mention of which was made in this correspondence Sept. 10, was followed by a letter to the St. Louis Merchants Exchange, requesting that institution to sift the charges made by the New Orleans Board of Trade. This ac-

tion was taken upon receipt of a letter from Governor Folk stating that he had referred the Board of Trade's letter to the Missouri Railroad and Warehouse Commission, which has charge of the grain inspection. A letter from Secy Bradbury, of the Commission, indicated that the investigation the Commissioners would be confined to the car of oats specified in the letter to Governor Folk as containing 33 percent of foreign matter. The New Orleans grain men said that this looked like no real investigation would be made, and their appeal to the St. Louis Merchants Exchange was accordingly made. In that letter the New Orleans Board of Trade stated its willingness to send a delegation to St. Louis to testify before any investigating committee the St. Louis exchange might appoint. The letter to Governor Deneen, complaining of the irregular inspection in Illinois, was mailed following the writing of the letter to Governor Folk.—H.

## MARYLAND.

Baltimore, Md.—Samuel D. Thomas has been promoted from assistant to chief grain inspector of the Chamber of Commerce, as successor to Chas. McDonald, Jr., deceased. Mr. Thomas has been connected with the grain inspection department for 30 years, doing his work so well that Mr. McDonald had but to exercise a general supervision. David H. Larkin has been appointed first assistant.

## MICHIGAN.

Chesaning, Mich.—The Saginaw Milling Co. is enlarging its eltr. Lou Thompson is mgr.

Grand Rapids, Mich.—The annual meeting of the Michigan Bean Jobbers Ass'n was held at this city Sept. 9 and 10.

Grand Rapids, Mich.—Carl G. A. Voight, pres. of the Voight Milling Co., and pres. of the Michigan Millers Mutual Fire Insurance Co., died Sept. 8, aged 75 years.

Eaton Rapids, Mich.—We are now building an eltr. 24x60 with modern equipment for handling all kinds of grain and beans, with a capacity of about 10,000 bus. We expect to be in operation Oct. 1. J. E. and A. Crane compose the firm.—Crane & Crane.

Reed City, Mich.—We expect to cover larger territory and increase our shipments of hay and grain. We will erect a new warehouse soon and handle a general line of seeds, oil meal, flaxseed meal and coal, lime and cement.—S. J. Sanford, mgr. Babcock Grain Co.

Chesaning, Mich.—We have purchased the eltr. originally built by T. L. Greene; it is one of the largest in the state. We are equipping it for beans and will be able to handle all kinds of grain and produce, hay, etc.; also coal, salt, cement, fertilizers, feed and middlings.—Edward Perrott.

Owosso, Mich.—Grieve Bros. of Portland, Mich., and Philadelphia, Pa., have bot the Owosso City Mills of H. H. Ainsworth, and will take possession at once. William Grieve has been one of the leading millers of Portland for the past 12 years and will have charge of the business. Mr. Ainsworth will continue to handle the eltr. business.

## MINNESOTA.

Littlefork, Minn.—I am out of the grain business.—Nels Nuns.

Vesta, Minn.—Schmidt & Anderson's eltr. burned some time ago and they are



out of business.—R. Crooks, mgr. Bingham Bros. Eltr. Co.

Spicer, Minn.—The Cargill Eltr. is being thoroughly overhauled.

St. Charles, Minn.—L. Schnell is out of business.—G. C. Stevenson Co.

Lancaster, Minn.—N. Martin Peterson has charge of the Homestead Eltr.

Benedict, Minn.—The Osborne & McMillan Eltr. Co. will erect an eltr.

Storden, Minn.—We have built an addition to our eltr.—Storden Grain Co.

Cleveland, Minn.—S. Y. Hoppin has resigned as grain buyer for the Farmers Eltr.

Duluth, Minn.—The Northern Cereal Co., whose mill burned recently, will rebuild.

Miloma, Minn.—The Benson Grain Co. has opened its eltr., with Oscar Seleen in charge.

Elmore, Minn.—Benson Grain Co. has discontinued.—E. H. Sander, agt. St. John Grain Co.

Nelson, Minn.—The Interstate Grain Co. has sold their house here to me.—N. O. Johnson.

Parkers Prairie, Minn.—G. H. Schontz is thinking very strongly of putting in a hopper scale.

Perley, Minn.—The Farmers Eltr. Co. is not in business.—Louis Sontag, agt. Duluth Eltr. Co.

Willmar, Minn.—R. H. Bosworth, of Northcote, will operate the eltr. for the Peavey Eltr. Co.

Wadena, Minn.—The Popular Milling Co. will build a 10,000-bu. eltr. as an addition to its plant.

Glyndon, Minn.—C. L. Flannigan has succeeded Mr. Barrett as grain buyer for the Duluth Eltr. Co.

Winthrop, Minn.—The Exchange Grain Co. is out of business.—C. E. Peterson, agt. Farmers Eltr. Co.

Walnut Grove, Minn.—J. D. Larkin, of Sanborn, has taken charge of Jennison Bros. & Co.'s eltr.

Blooming Prairie, Minn.—L. G. Campbell Milling Co. has purchased a Hall Signaling Grain Distributor.

Duluth, Minn.—A steel overhead gallery is being put in between Eltrs. B and C by the Consolidated Eltr. Co.

Pratt, Minn.—The Big Diamond Milling Co. has succeeded the Sheffield King Mill & Eltr. Co.—J. Puetz.

Lake Benton, Minn.—Atlas Eltr. Co. has put in a 5 h.p. gasoline engine.—C. Snydergoord, agt. Atlas Eltr. Co.

St. James, Minn.—Hans Olson's eltr. business is in the hands of a receiver.—J. Weymouth, agt. Farmers Eltr. Co.

Halstad, Minn.—W. Thompson, formerly of Evansville, is the new agent for the Minneapolis & Northern Eltr. Co.

Welcome, Minn.—The Welcome Farmers Eltr. Co. has been organized here.—E. G. Ely, agt. Western Eltr. Co.

Slayton, Minn.—D. A. Schoeneman, of Sioux Falls, S. D., has bot the eltr. of Hubbard & Palmer Co.—C. L. Todd.

Olivia, Minn.—The Empire Eltr. Co. has enlarged its eltr. by building a flat house in connection.—J. W. Ployhart, agt.

Osseo, Minn.—The Grain Producers Eltr. Co. has bot the Dakota Eltr. Co.'s eltr. H. B. Space will continue as mgr.

Conger, Minn.—The eltr. owned by Joseph Kruger, was burned to the ground about 9 p. m. Sept. 7. The eltr. was valued at \$4,500 and contained about four

carloads of grain. The eltr. was only partly insured. It will be rebuilt by the Myrtle Grain Co. of Albert Lea, Minn.

Shevlin, Minn.—The Deimer-Pepper Eltr. Co. has succeeded the Thor Eltr. Co.—H. B. Lee, agt. Deimer-Pepper Eltr. Co.

Lake Wilson, Minn.—The Plymouth Eltr. Co. has improved its eltr. by adding more bins.—H. H. Reinke, mgr. Reinke Bros.

LeRoy, Minn.—The eltr. run by Will Pierce last season is run by the Hunting Eltr. Co.—Fred L. Day, agt. W. W. Cargill Co.

Howard Lake, Minn.—The Cargill Eltr. Co. expects to put in new dump scales in the spring.—H. W. Vogel, agt. Cargill Eltr. Co.

Hutchinson, Minn.—Farmers Union Eltr. has been torn down and moved to South Dakota.—C. D. Hall, agt. Empire Eltr. Co.

Ihlen, Minn.—The Harrington Grain Co. has put in belt eltr. and made needed repairs.—C. H. Ihlen, mgr. Harrington Grain Co.

Milan, Minn.—Columbia Eltr. Co. has taken out horse power and installed a gas engine.—C. O. Christenson, mgr. Farmers Eltr. Co.

Mayer, Minn.—The Grain Producers Eltr. Co., of Minneapolis, has bot the eltr. of the Dakota Eltr. Co.—G. J. Lemz, agt. State Eltr. Co.

Grand Meadow, Minn.—The town mill formerly owned by the Le Roy Fiber Co. has been purchased by McGuire & Atwood of Minneapolis.

Walters, Minn.—A man buying grain should get the Grain Dealers Journal to keep posted on grain news.—R. E. Ludtke, agt. Federal Eltr. Co.

Lismore, Minn.—E. A. Brown has purchased the eltr. of the Wolhuter Eltr. Co., capacity 25,000.—J. M. Wermerskirchen, mgr. Lismore Eltr. Co.

Duluth, Minn.—A. J. Atkins, of Minneapolis, has become a member of the Board of Trade. He will be associated with the Globe Eltr. Co.

Truman, Minn.—Wm. White, of Northrop, has succeeded L. A. Doage as mgr. of the Farmers Eltr.—C. G. Eisenlohe, agt. Hubbard & Palmer Co.

Montevideo, Minn.—R. Erickson, formerly of Hutchinson, Minn., is the new agent for the Empire Eltr. Co.—J. H. Lee, mgr. Spencer Eltr. Co.

Tenney, Minn.—The Osborne-McMillan Eltr. Co. has increased its capacity by building an 8,000-bu. flat house.—Wm. J. McAlpin, agt. Farmers Eltr. Co.

Duluth, Minn.—The estate of M. J. Forbes has been appraised at \$304,057. Mr. Forbes at the time of his death was mgr. of the Consolidated Eltr. Co.

North Redwood, Minn.—The Great Western Eltr. Co. has discontinued here and is tearing down its house.—W. G. Dresser, agt. Northern Grain Co.

Maynard, Minn.—I. O. Larson is agt. for the Northwestern Eltr. Co. and C. Shelton for the Duluth Eltr. Co.—M. Mooney, agt. Interstate Grain Co.

Madelia, Minn.—T. A. Thorstensen, of Brewster, has removed to this place, and is in the employ of the C. S. Christensen Co., as overseer of its line of eltrs.

Duluth, Minn.—With the opening of the grain season the wheat sweepers have begun to get busy and as a result Joe Condon, Henry Jorgenson and George Sletten are under arrest, while a warrant is

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### STOP LOOK LISTEN

If you have not done any business with **Harry W. Kress, of Piqua, Ohio (track buyer of Wheat, Corn, Oats and Hay)** you are missing a chance to better your condition.

Seven years ago he left college to study the grain business at a country station in Illinois, without pay.

Built elevator in Ohio, coming in contact with the farmer.

Disposing of his country elevator interests, traveled a year on the road to meet the country shippers personally.

Devoted nine months studying terminal conditions (at his own expense) at three of our largest markets.

Entered Track Buying (his present vocation) about two years ago doing business with about thirty different shippers. **To-day his books show him doing business with over two hundred shippers in Ohio, Indiana and Illinois.**

This shows he is a **"LIVE WIRE"** in the trade.

Large outlets for his grain and hay both to Interior and Markets makes **his BIDS sought after by country shippers everywhere.** The **WEEKLY WHITE LETTER** he sends out every Monday (free) is devoted entirely to subjects on the Grain Trade suggested by shippers. Has fifty subjects now to write on for the ensuing year. If you are not on our list, drop a line, and we will gladly put you on **free of any charge.**

Member of the Grain Dealers National, Indiana and Ohio Grain Dealers Associations; also National Hay Dealers Association.

Let us be friendly  
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**Harry W. Kress**  
Track Buyer  
**Grain and Hay**  
**PIQUA, OHIO.**  
327 ORR-FLESH BUILDING

out for three other youths said to be their companions. It is alleged that they broke the seal of an Omaha R. R. car loaded with wheat.

Spring Grove, Minn.—The Spring Grove Stock & Grain Co. has put in a new and larger eltr. in one of its houses. —J. P. Dvergsten, sec'y and mgr.

Seaforth, Minn.—Fire destroyed Bingham Bros. and the Western Eltr. Co. eltrs. Sept. 12.—G. A. Patton, mgr. Redwood Falls Eltr. Co., Redwood Falls.

Ortonville, Minn.—The Ortonville Eltr. & Milling Co., which recently came into possession of the Farmers Eltr. has leased the house to the North Star Boat Line.

Kanaranzi, Minn.—The Kanaranzi Eltr. Co. intends to paint its warehouse. John Vickerman is mgr. for the Davenport Eltr. Co.—W. E. Nicks, agt. E. A. Brown.

Lake Wilson, Minn.—The Plymouth Eltr. Co. has enlarged its house and it will now have a capacity of 12,000 to 14,000 bus.—Walter Cram, agt. Plymouth Eltr. Co.

Willmar, Minn.—R. H. Bosworth of Northcote has received the appointment of superintendent of the southern division of the Duluth Eltr. Co. with headquarters at this place.

Foxhome, Minn.—H. L. Walkup's eltr. has been leased for 6 months by 10 local business men, doing business under the name of Farmers Eltr. Co.—L. Crogan, agt. Amenla Eltr. Co.

Westbrook, Minn.—The Skewis Grain Co. has sold to K. Krueger. Anson Evans is now buyer for the Farmers Co-operative Eltr. Co.—O. P. Schmidt, agt. Hubbard & Palmer Co.

Wabasso, Minn.—The Farmers Grain & Fuel Co.'s eltr. has been repaired and painted. So has Smith & Anderson Grain Co.'s eltr.—Henry Mayer, agt. Farmers Grain & Fuel Co.

Callaway, Minn.—Torvald Nelson, former agt. for the Homestead Eltr. has retired. I have charge of the Homestead Eltr. having been removed from Lancaster, Minn.—N. M. Nelson.

Woodstock, Minn.—The Farmers Eltr. Co. has fixed a one cent penalty on all stockholders. The farmers have a new eltr. this year, Robert Conner.—M. I. Smith, agt. Benson Grain Co.

Sherburn, Minn.—An effort is being made to re-open the eltr. and mill of the Alliance Eltr. & Milling Co., which has been in financial difficulties over a note for \$6,000 given by its stockholders.

Stanton, Minn.—J. A. Goody has sold his eltr. at this place to the farmers, and I have been engaged to manage for them. We have the only eltr. at this place now.—A. W. Swinton, mgr. Farmers Eltr. Co.

Barnesville, Minn.—A. Haagenson, is mgr. of the Barnesville Farmers Eltr. Co. The Dakota Eltr. Co. has sold to the Grain Producers Eltr. Co. with Geo. How agt.—James Glasgow, agt. Duluth Eltr. Co.

Ihlen, Minn.—I had a bad accident Sept. 5. falling from a car, breaking one ankle and dislocating the other, which will lay me up for a couple of months.—I. L. Demaray, mgr. Farmers Co-Op. Stock Co.

Lake City, Minn.—We have remodeled our eltr. by building new driveway, office, leg, putting in electric power and an Ideal car loader. The Milwaukee Eltr. Co. has also made some needed improvements by putting in new office, leg and electric power.—Jas A. Smith Eltr.

Sacred Heart, Minn.—McIntyre-Ingold Co. sold out Aug. 20, to the Eliassen Grain Co. Mr. Eliassen has been mgr. of the Farmers Eltr. Co. for the past four years.—Sacred Heart Produce Co., A. A. Mastue, agt.

Ruthon, Minn.—Ashton & Gurley have moved their eltr. on the R. R. and have fitted it up, with Ed. Allison agt. Walter Parks and Ruththon Mill Co. will not open at present.—Geo. R. Stevens, mgr. Farmers Co-operative Ass'n.

Round Lake, Minn.—The Round Lake Grain & Lumber Co. has enlarged its capacity to 28,000 bus., Theo. Bahls mgr. B. B. Anderson has also enlarged the capacity of his eltr. to 28,000 bus.—E. D. Tripp, agt. B. B. Anderson Eltr. Co.

Wanamingo, Minn.—The Farmers Eltr. Co. purchased L. N. Loomis' eltr. and they have operated it in connection with their other eltr. since last spring. A. Moses is now agt. for the Milwaukee Eltr. Co.—Chas. O. Roe, mgr. Farmers Eltr. Co.

Lafayette, Minn.—The Eagle Roller Mill has discontinued its grain business, and the house is owned and operated by the Ericson Eltr. Co., S. Swenson agt. The Great Western Eltr. Co.'s eltr. is in operation with John Holberg agt.—M. Hedron, mgr. Lafayette Farmers Eltr. Co.

Kasota, Minn.—The Hubbard & Palmer Co.'s new cleaning house will be ready for business about Oct. 1. They will have storage capacity of 80,000 bus. and will be able to handle about 10 cars a day. I will have charge. I was formerly at Grogan, Minn., with the Anchor Grain Co.—Paul Larson, mgr.

Mapleton, Minn.—The Powers Eltr. Co. is making some needed improvements in its eltrs. The company has torn down the warehouse and both engine houses and built a new office and engine room, putting in an 8-h. p. engine which will be water cooled from one of the city mains and will also operate both houses.

Osakis, Minn.—The Osakis Milling Co. with a storage capacity of 10,000 bus. has bot the eltr. owned by J. B. Johnson. Mr. Johnson has bot wheat here for the past 42 years. The Milling Co., I understand, will make power connections with the eltr. and use it for storage, giving a capacity of 25,000 bus.—H. E. Gingery.

Wykoff, Minn.—J. Rau went out of business last season, and leased his eltr. to the W. W. Cargill Co. which gives them two houses. The W. H. Pierce Eltr. Co. has gone out, and the firm is La-Crosse Grain Co. O. M. Rowley is buying on account for them, using his eltr. and the old S. Y. Hyde Eltr.—W. O. Wilson, agt. W. W. Cargill Co.

#### MINNEAPOLIS LETTER.

The Chamber of Commerce will hold its annual election Oct. 12.

James V. McHugh, who was drowned recently, left an estate valued at \$26,000.

Kinsey Maxfield has been reappointed grain sampler for the Chamber of Commerce.

The Twin City eltr. was struck by lightning on the night of Sept. 12. Very little damage done.

Geo. E. Robson, sec'y of Turle & Co., Duluth, has applied for membership in the Chamber of Commerce.

The Brown Grain Co. which was recently incorporated has taken the business of the Barnum Grain Co. The name of the plant in Duluth, which is its home, will remain unchanged. Incorporators,

Wm. H. Dunwoody, John Washburn, James S. Bell and C. A. Brown.

James Everington, for many years in the grain trade, is a candidate for alderman of the second ward.

Receivers of the Pillsbury-Washburn Flour Mills Co. will issue \$750,000 of certificates to carry on the business.

The Consolidated Milling Co. is erecting a 1,000,000-bu. eltr. and a new boiler house. It will construct a reinforced concrete smokestack.

The court has denied P. W. Cannon a new trial of his damage suit against the Gould Eltr. Co. on account of injuries sustained by falling off a scaffold.

A large part of the barley crop has already been marketed and country advices of shipments are falling off. Over 6 million bushels of barley have been marketed here so far of the new crop.

A new variety of winter rye originated by the Minnesota Experiment Station is being distributed under the name of Minnesota No. 2. The average yield on the station grounds for 8 years has been 40.4 bus. per acre, more than double that of other varieties. It is a selection from Swedish rye.

Life insurance to the amount of \$500,000 each has been placed upon Frank Heffelfinger, pres., and Frederick Wells, vice pres., of the Peavey Co., for the benefit of the company. F. H. Peavey, founder of the company, had his life insured in its favor for \$1,000,000 and had paid only two premiums when he died.

The Minneapolis-Northern Eltr. Co. is a hyphenated incorporation having no connection with the Minneapolis & Northern Eltr. Co., except to operate its eltrs. under lease to Chas. M. Amsden. Capital stock, \$100,000; liability limited to \$2,000,000. Incorporators C. M. Amsden, pres.; Edgar A. Higgins, sec'y, and Alex. D. Thomson of Duluth, vice pres.

The Reliance Eltr. Co. has absorbed the corporation of the Minnesota & Iowa Elev. Co. adding its line of elevators to the present already large line. The capital stock will be increased to \$500,000 and the new company will own 80 houses. A. H. Wood, sec'y of the Minnesota & Iowa Eltr. Co. will join the force of the Reliance Co. in the management of its large business.

Railroads are entitled to congratulations upon the way they have handled the crop. They are complete masters of the situation and no one has thus far experienced any difficulty with cars. It has also greatly relieved the strain for money from country banks as the cars are hauled promptly and unloaded and returns made and the empties sent back to the country.

The old shipping firm of E. D. Bowen & Co. has been dissolved, E. B. Bowen, Jr., associating himself with Chambers, Mackay & Co. and E. D. Bowen, Sr., retiring. Mr. Bowen holds one of the original memberships issued at the face value of \$25, and since sold at \$5,000. Mr. Bowen although 80 years of age last January, is so quick and alert in business transactions that members of the Chamber refer to him as "the boy trader of the wheat market."

Geo. Bailey of the Minnesota & Iowa Elev. Co. upon the eve of the consolidation of that company with the Reliance Co. has accepted a position as ass't manager for McCaul-Webster Elev. Co.'s line of eltrs. in Montana with office in Helena, Mont., and has left for his post. Mr. Bailey is well known to the grain



trade especially in Iowa. He said "Have the Grain Dealers Journal tell the boys in Iowa where I am and that they should all write me."

## MISSOURI.

Louisiana, Mo.—The Wheat eltr. owned by Hassler Bros. burned at 4 a. m. Sept. 10.

St. Louis, Mo.—Louis Helm has been appointed receiver for Milliken & Spencer.

Fair Play, Mo.—W. W. Jarnigan has had a 15,000-bu. eltr. erected by the P. H. Pelkey Construction Co.

St. Louis, Mo.—A sale of the property of the Burlington Eltr. Co. is being made preliminary to a reorganization.

Hamburg, Mo.—M. L. Castlio is the only one buying grain. The Jones Eltr. is no more.—H. J. Seib, postmaster.

Kansas City, Mo.—Eli W. Fish, one of the first coal and grain merchants in this city, died Sept. 17, aged 65 years.

Appleton, Mo.—Wm. Schmitt has purchased and will remodel the Luchsinger Eltr. Mr. Schmitt expects to erect a modern eltr. soon.

Hughesville, Mo.—I am the only regular grain dealer here. Roy Bain, of Tipton, owns a 13,000-bu. eltr. which is idle.—John N. McNees.

Charleston, Mo.—Our firm expects to have a warehouse, storage capacity 50,000 to 75,000 bus; we are the only concern in the grain business.—O. F. Goodin Grain Eltr.

Sedalia, Mo.—Sedalia Milling Co. incorporated; capital stock \$40,000; incorporators: Arthur C. Harter, Nancy E. Harter, Marion H. Thornburgh, Jewell Harter.

Bowling Green, Mo.—The Manze-White Grain Co. is the only one that makes a specialty of shipping grain. We will erect a large eltr. this fall.—W. F. Manze.

St. Joseph, Mo.—Ed Delaney, mgr. of the Elwood Grain Co.'s eltr. has resigned and M. F. Shannon of Lincoln, Neb., will take charge Oct. 1. Mr. Delaney will remove to Chicago.

Kansas City, Mo.—Kansas City grain dealers claim that loose inspection at St. Louis is causing a good deal of Nebraska wheat to go there which should come to this market.—Daily Drivers Telegram.

Centralia, Mo.—Day & Crump, Crump & Long and Burks Bros. are the firms doing the grain business in this town. No new eltrs. We all belong to the despised scoop shovel gang.—Burks Bros.

Mercer, Mo.—We will erect a 10,000-bu. eltr.; are considering bids now. Will equip with corn sheller and cleaner and will do public shelling and cleaning for firms shipping thru via C. R. I. & P. Ry.—Alley Grain Co.

St. Louis, Mo.—The new 50,000-bu. eltr. of the Security Warehouse & Eltr. Co. has been placed in operation. This is a subsidiary corporation of J. Allen Smith & Co., of Knoxville, Tenn., who have employed J. C. Fallis as superintendent.

St. Louis, Mo.—The members of the arbitration committee appointed by the Missouri State Railroad & Warehouse Commission to pass on all disputed grades, have resigned. They were J. S. McClellan, Fred Wiedmer and M. J. Mullally. The Commission now has requested the Merchants Exchange to furnish a list of grain experts from whom to select a new arbitration committee. Meantime a

special committee, composed of C. L. Wright, P. P. Connor and Geo. Morton, has been serving.

Kansas City, Mo.—Judge Park of the circuit court has decided against the Board of Trade in its suit against the state railroad and warehouse commission to restrain it from collecting a fee for weighing grain. The Board may appeal.

St. Louis, Mo.—C. H. Corbett, of the Pendleton-Corbett Hay & Grain Co. was recently married to Miss Mildred Bronson, daughter of E. P. Bronson, mgr. of the H. C. Cole Milling Co. of Chester, Ill. They will make St. Louis their home.

Kansas City, Mo.—Wm. Murphy of the Murphy Grain Co. has circulated a petition asking the directors of the Board of Trade to abolish the rule permitting the eltrs. to deduct 100 lbs. from the weight of grain in cars received. The directors acted favorably on the proposition and it has been posted for ballot Sept. 28.

Iantha, Mo.—The eltr. of the Sparling Grain Co. burned Sept. 3. Loss \$10,000, partly insured. The loss includes 2900 bus. of wheat and several hundred bus. of corn and oats. This is the third eltr. which Mr. Sparling has lost by fire in the last ten years. It is believed that the fire was caused from a spark from a passing engine about midnight.

St. Louis, Mo.—John Dower, supervisor of weighing for the Merchants exchange, reports the condition of cars arriving during the month of August as follows: 1,092 cars with grain doors leaking; 96 leaking over grain door, 1,404 with leaking boxes, 144 leaking at end windows, 924 cars not sealed, 552 with end windows not sealed and 171 with end windows open.

One of the most fanciful propositions the grain trade has been called upon to entertain for some time, is one recently announced by D. W. Young of St. Louis. Mr. Young is a member of the Young-Harrelld Grain Co. and has been in the grain business for twenty years. One of the problems which has worried him has been that of transporting grain. The enormous cost per bushel of carrying grain from St. Louis to Liverpool for instance has been a bugaboo to him until recently. Mr. Young now declares he has solved the problem of carrying grain from St. Louis to Liverpool at the low cost of not more than 1½¢ per bu. The present rate is 15¢ per bu. He proposes to do this by maintaining at St. Louis, New Orleans and Liverpool large terminal elevators to be equipped with proper machinery for handling steel units which will hold 450 bus. of grain each. These units will be air tight and floated upon special barges across the Atlantic. It is believed the company will be able to float a 1,000,000 bus. or more per month across the water. Mr. Young says the company which has been formed to push this business has purchased the old Farmers Eltr. in St. Louis, and organized the New Farmers Eltr. Co. with a capitalization of \$1,000,000. C. H. Mary is the inventor who has secured 8 patents on the Unit transportation system.

## MONTANA.

Conrad, Mont.—The Rocky Mountain Eltr. Co. is erecting an eltr.

Wibaux, Mont.—Geo. A. Buttery of Devil's Lake, has taken charge of the Minnesota & Western Eltr.

Helena, Mont.—The Royal Milling Co. will erect eltrs. at Bolt, Mendon, no p. o.,

## IDEAL BOILER COMPOUND.

A vegetable compound of superior quality that will clean your boilers of incrustation at a minimum cost, and is perfectly harmless to boiler or connections.

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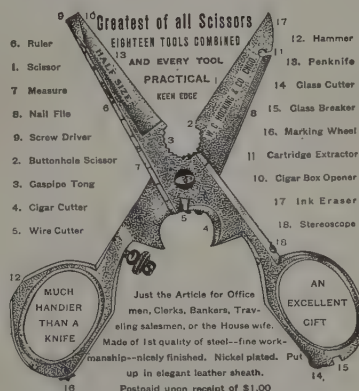
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## Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$3.50.

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GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

Collins, Conrad, Red Lodge and Picket, no p. o.

Mendon, Mont.—I have recently taken charge of an eltr. for the Rocky Mountain Eltr. Co.—A. C. Curtis.

Culbertson, Mont.—The eltr. of C. H. Sowle, formerly of Shepard & Sowle, of Maxbass, N. D., is nearing completion. Mr. Sowle will personally conduct the business with his brother, Robert G. Sowle, as assistant. The Imperial Eltr. Co. is erecting an eltr.; L. T. Stromswold has the contract. F. J. O'Neill, of Caselton, N. D., will be local mgr.

## NEBRASKA.

Lyons, Neb.—The Nebraska Improvement Co. has completed its eltr.

Alvo, Neb.—The Lincoln Grain Co. has bot the Frole Hess Grain Co.'s eltr.

Omaha, Neb.—The Union Stock Yards Eltr. has been completed by W. H. Cramer.

Long Pine, Neb.—Krotter & Hall and J. E. Kirkwood will erect eltrs. in the near future.

Loup City, Neb.—An addition to E. G. Taylor's mill has just been completed by W. H. Cramer.

Odell, Neb.—The Farmers Eltr. Co. is erecting a \$5,000 eltr., R. M. Van Ness has the contract.

Pierce, Neb.—H. H. Mohr's 20,000-bu. eltr. is completed, and Anton Honisky will have charge.

Houston, Neb.—We have put in a 4 ton compound beam scale.—C. R. Tindal, agt. Updike Grain Co.

Belgrade, Neb.—The Trans-Mississippi Grain Co. of Omaha, has bot the eltr. of the Omaha Eltr. Co.

Elmwood, Neb.—E. P. Betts is building an office for his eltr. and also installing a new track scale.

Omaha, Neb.—The Iowa-Nebraska Grain Co. has increased its capital stock from \$100,000 to \$200,000.

Nebraska City, Neb.—A. P. Stafford, who has been mgr. of the cereal mills and the Morton Grain Co. has resigned.

Wyoming, Neb.—I have just installed a new Richardson Automatic Scale, capacity 1,000 bus. per hour.—D. C. West.

Shelby, Neb.—The Trans-Mississippi Grain Co. is installing a new Richardson Automatic Scale in its eltr.—O. C. Dunning.

Ogallala, Neb.—The Parker Grain Co. has commenced work on an eltr. to be built on the Union Pacific right of way. It will be completed in sixty days.

Raymond, Neb.—J. Pierson began as mgr. for the Omaha Eltr. Co. here recently, having formerly bot grain for H. C. Barber & Son at Denton, Neb.

Nebraska City, Neb.—A. P. Stafford has resigned as mgr. of the eltrs. owned by the Great Western Cereal Co., resignation to take effect Oct. 1.—Duff Grain Co.

Elk Creek, Neb.—I am in charge of the Central Granaries Co. eltr., having recently been mgr. of the Burr Neb. Farmers Eltr. Co. Paul Beckman is my successor.—C. B. Page.

Pender, Neb.—The Holmquist Grain & Lumber Co. has bot the mill building owned by T. L. Sloan, and will tear it down and use the lumber for the construction of eltrs.

Murray, Neb.—The farmers here are building a 25,000-bu. grain eltr. It will contain gasoline engine, wagon and hopper scales, No. 34 Barnard & Leas Sep-

arator, passenger eltr., one stand of eltrs. and Barnard & Leas three high feed mill. G. H. Birchard has the contract.

Murray, Neb.—W. D. Wheeler is pres. of the Co-operative Eltr. Co., organized by the farmers here. A new eltr. is being erected which will be open for business in about a month.

Unadilla, Neb.—A 40,000-bu. eltr. will be erected for the farmers by G. H. Birchard. It will be equipped with gasoline engine, wagon and hopper scales, No. 34 Barnard & Leas Separator and two wagon dumps. The entire building will be covered with galvanized iron.

Weston, Neb.—The Omaha Eltr. Co., which has closed its eltr. here since last Feb., reopened Sept. 11, with J. A. Lichnosky as mgr. The Weston Grain & Live Stock Co. holds the record of being the oldest co-operative grain company in Neb., having been incorporated in 1888.

Agnew, Neb.—H. E. Clif, who has shown his industry as mgr for the Neb. Eltr. Co. here for the past 4 years, resigned Sept. 1, to take a course in Nebraska Wesleyan Univ. at University Place. B. R. B. Weber, who has been a resident of this place for 30 yrs., is his successor.

Crete, Neb.—A 40,000-bu. eltr. for the farmers will be built by G. H. Birchard. The entire building will be covered with galvanized iron. It will also have a crib for 10,000 bus. of ear corn, corn feeder, and No. 34 Barnard & Leas Separator. The entire basement and hoppers will be of solid concrete.

Valparaiso, Neb.—P. Townsend resigned as mgr. for the Valparaiso Grain & Lumber Co. Sept. 1, and became mgr. for the Omaha Eltr. Co. at this place. E. J. Haynes, formerly with the Seattle Gr. Co., Seattle, Wash., has succeeded Mr. Townsend as mgr. for the Valparaiso Grain & Lumber Co.

Ashland, Neb.—Lee W. Railsback and Miss Mary Ewbank were recently married at Farmer City, Ill. The couple will make their home in Ashland, where Mr. Railsback is a member of the firm of Railsback Bros. who own and operate a number of grain eltrs. Mr. Railsback has been in the grain business for a number of years.

Nebraska City, Neb.—Seven base ball teams have been organized here composing the Nebraska City League, in which is represented teams from the different professions, business callings and vocations. The grain dealers are organized, and familiarly known as the "Green Bugs." So far this year they hold the championship. E. J. Von Gillem of the Duff Grain Co. is captain.—Bartling Grain Co.

Omaha, Neb.—Chief Grain Inspector Geo. B. Powell of the Grain Exchange has appealed to country grain dealers to urge farmers to use extra care this year in gathering corn. It is important to the grade and price to be obtained that they take their corn in when fully matured, during a dry period, and it will mean thousands of dollars to them if they will care for it in good, weather-protected cribs. A response to this appeal means a great amount of money to the individual farmer, and less loss to the shipper by corn deteriorating on account of moisture while in transit. Illinois and other states must have Nebraska corn in 1909 and will pay well for a good grade of it.

Nebraska City, Neb.—Nicholas A. Duff died Sept. 20 after having suffered from diabetes for several years. He had only recently returned from Europe where he

had gone in the hope that the Carlsbad water would benefit him. He was born at New Diggins, Wis., 56 years ago and went from there to Nebraska City in 1871 a poor boy. During the funeral all the business houses of Nebraska City were closed out of respect to the citizen whom all esteemed so highly. Mr. Duff was the last pres. of the Nebraska Grain Dealers Ass'n, and at the time of his death was pres. of the Syracuse National Bank and a director of several other banks. He leaves a son and two daughters.

Beatrice, Neb.—H. T. Weston is erecting a corn products mill, grain eltr., warehouse and power house. The mill will be 35x54 ft. four stories high on a concrete foundation and to be covered with galvanized iron; the eltr. 36x36 ft. cribbed 64 ft. high and cupola, provided with wagon dump, two unloading sinks to receive grain, two stands of eltrs with 6½x16 buckets, a 2,000-bu. separator, 1,000-bu. hopper scale, and two double power shovel machines. The basement will be solid concrete and well provided for light and ventilation and the entire plant covered with galvanized iron. The warehouse will be 36x60, 12 ft. high on concrete foundation and covered with galvanized iron. The power house to be 36x40, 16 ft. in the clear and coal house 20x30 both built of concrete with concrete floors. G. H. Birchard has the contract.

## NEW ENGLAND.

Charleston, Mass.—Nathan Tufts & Sons have purchased a McLeod Automatic Scale.

New Bedford, Mass.—J. Frank Kirk's hay and grain warehouse was damaged by fire to the extent of \$5,000, Sept. 16.

Brattleboro, Vt.—Crosby & Co. will build an eltr. which will handle 15,000 bus. of grain per hour; and will have storage capacity of 32,000 bus.

## NEW YORK.

Bath, N. Y.—Dean & Co. grain and hay warehouse was recently destroyed by fire. The plant cost \$10,000 two years ago. The building contained baled hay valued at \$6,000 and machinery and produce \$2,000. Total loss \$18,000, partial insurance.

## BUFFALO LETTER.

The Mutual Eltr. has jined the eltr. pool.

A flour mill of 6,000 bbls. capacity will be erected by the Washburn-Crosby Co.

Takings of cargoes to lay up afloat here in winter are still mainly confined to flaxseed.

Walter Voss will manage our cash grain department here.—O. A. Bruso, mgr. Rubins Bros.

The barley trade is on now and is expected to be good from this time forward, as there seems to be only a small stock of malt on hand.

Winter room in the eltrs. is getting some inquiry. The former rate of 2 cts a bu. for the season will be changed. A good amount is expected.

The demand for grain is pretty good and promises to keep up, corn and oats being wanted to satisfy the call for feeds and wheat beginning to go for export, durum especially moving in good quantities. The increased demand for western winter wheat keeps up, as the State



millers find the home crop already much closer picked up than usual or held for chicken feed. One firm is already able to report 500,000 bus of wheat coming from Duluth for export.

The prediction made some weeks ago that the decline in grain receipts by lake was over is coming true. Early in the season the receipts dropped to 30,000,000 bus below last season and there they remain, the amount for this season being 40,000,000 bus so far.

Sec'y Pond and Chief Inspector Anderson of the Corn Exchange will make two western trips in October, going first to the Ohio Grain Dealers convention at Columbus on the 6th and to the National Grain Dealers and Inspectors' meetings at St. Louis on the 15th.

The canal men kick themselves for throwing away their season by asking too high a rate, 5 cents on wheat to New York. They say, that if the rate had been dropped to 3 cents they could have done good business at a profit. There are 200 grain boats here idle.

Grain is moving about the harbor with some difficulty now, on account of the strike of the tugmen against their local manager, but this port is pretty easily navigated by large craft without any assistance, so that if the tugs remain tied up awhile the plan is to go ahead without that much expense attached to a profitless season.

The report of new spring wheat inspected here is favorable. It was at first found that the samples contained more soft berries than was consistent with keeping up flour grades, but there is less complaint now. The chief grain inspector found that of the first arrivals the quality was superior to last year, but the cleaning was not so good.

Some unpleasant as it appears untrue and harmful reports of the condition of the car-oats supply here having been published it is requested that for awhile at least a list of the inspections be given, as they appear on the official blanks of the Corn Exchange. For the month ending Sep. 18th there were 885 cars of oats inspected here, which ran as follows: No. 2 mixed, 1 car; No. 3 mixed, 3 cars; No. 4 mixed, 1 car; No. 2 white, 114 cars; No. 3 white, 479 cars; No. 4 white, 214 cars; No. 3 white clips, 2 cars; no grade, 71 cars, out of which 71 there were 30 so classed because they were hot or heating, the others from other causes. All of which certainly makes a very good showing.—I. C.

## NORTH DAKOTA.

Hayne, N. D.—The Hokenson Grain Co. is building an eltr.

Deering, N. D.—C. E. Calkins has sold his eltr. to the Imperial Eltr. Co.

Taylor, N. D.—The Missouri Valley Milling Co. is putting up a new eltr.

Alice, N. D.—W. D. Maloney is now buyer for the Grain Producers Eltr. Co.

Murray sta., Maryville p. o., N. D.—Andrews Grain Co. is erecting an annex.

Wales, N. D.—The Linden Investment Co. will build a new eltr.—C. P. Getchell.

Tioga, N. D.—The St. Anthony eltr. has engaged the services of Ernest Strom as buyer.

Antler, N. D.—James A. McFarlane, agt. for the St. Anthony & Dakota Eltr. Co. was operated on recently for appendicitis and is now suffering from other complications. His father, County Com-

missioner John McFarlane, of Kittson Co., has been with him for the past three weeks.

Mountain, N. D.—Chas. Hallson will be the mgr. at the Farmer Eltr. when completed.

Fairdale, N. D.—E. E. Loftus, of Adams, will be grain buyer at the new Atlantic Eltr.

Underwood, N. D.—I will erect a 30,000-bu. eltr. with up-to-date equipment.—C. G. Ireys.

Hamilton, N. D.—E. R. Marquardt is the new agt. for the St. Anthony & Dakota Eltr. Co.

Alice, N. D.—The Farmers Eltr. Co. is building an up-to-date dwelling for its agent, W. D. Peery.

Crystal, N. D.—The Farmers Eltr. Co. is building a new eltr. here and at Concrete and Gardner, N. D.

Belfield, N. D.—We have built an 18,000-bu. eltr. on the Northern Pacific R. A. run by gasoline power.—J. E. Dyer.

Dickey, N. D.—C. T. Slade has resigned as mgr. of the Powers Eltr. and has been succeeded by W. B. Ball, of Jamestown.

Surrey, N. D.—W. H. McCutcheon, formerly mgr. of the Minot Milling Co., is now mgr. of the Surrey Farmers Grain Ass'n.

Grand Harbor, N. D.—E. U. Curry has charge of the St. Anthony & Dak. Eltr. Co. eltr., H. D. Woodward having resigned.

Chama sta., Sentinel Butte p. o., N. D.—Mr. Martin will put up an eltr. capacity 40,000 bus. L. O. Hickok & Son have the contract.

Scranton, N. D.—The Bagley Eltr. Co. of Bowman is building a 25,000-bu. eltr. and the Empire Eltr. Co., of Bowman, a 30,000 bu. plant.

Mylo, N. D.—Tom Berryman is buyer for the Atlantic Eltr. Co. I. M. Monicken, of Wisconsin, has opened the Minnesota Eltr. Co.'s eltr.

Elliott, N. D.—The Independent Eltr. Co. is not a farmers company. The company has a 20,000-bu. eltr. on the N. P.—E. C. Andrus, mgr.

Rolla, N. D.—I have taken charge for the Imperial Eltr. Co.—H. D. Woodward, formerly agt. for St. Anthony & Dakota Eltr. Co. at Grand Harbor.

Sherwood, N. D.—The Burgess Eltr. Co. has erected a bin for the handling of Canadian grain. The Anchor Eltr. Co. is about to erect two bins for the same purpose.

Dickinson, N. D.—The Walton & Davis Eltr. Co. has removed its plant from the Northern Pacific right of way to its own yards. A spur will be run from the Northern Pacific main line to the eltr.

Sheldon, N. D.—The Great Western Eltr. containing about 12,000 bus. of grain was burned Sept. 17 at noon. It was only partially covered by insurance. The fire originated from a pile of railroad ties.

Wyndmere, N. D.—The Farmers Eltr. containing 20,000 bus. of wheat was struck by lightning and totally destroyed. A warehouse containing 175 tons of coal was also demolished. The loss will reach \$25,000 with partial insurance.

Devils Lake, N. D.—The Farmers Mill & Eltr. was struck by lightning recently, but no damage was done. The bolt struck the cupola and followed the eltr. leg and line shaft to the engine room, where a bunch of waste was set on fire.

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CHICAGO

## OHIO.

Springfield, O.—I am out of the grain business.—B. E. Crabbs.

Chickasaw, O.—The Chickasaw Grain & Milling Co.'s eltr. was burned early on the morning of Sept. 9.

West Alexandria, O.—I have purchased the grain eltr. of J. & J. Leas and will take possession Jan. 1, 1909.—Chas. A. Rinck.

Blanchester, O.—I am now mgr. of the straw department of the Dewey Bros. Co. My successor as superintendent at Sabina is R. L. Dewey.—F. E. Lacey.

Weston, O.—The earliest shipment of corn from this section made in the past 10 years was made last week when a car was loaded from the new corn crop at Weston for Pittsburg.

Toledo, O.—Chief Inspector Culver, of the Produce Exchange, declares that much damage is resulting to grain from weevil this season, and warns farmer's to be on the lookout for the pest.

Belle Center, O.—J. T. Brown & Son are buying grain here for the Ohio Hay & Grain Co. of Findlay, O. They have a pair of scales and are scoop-shoveling grain whenever the market goes up.

Plain City, O.—The Plain City Milling Co. is successor to the Perfect Mills. The new proprietors are O. F. Davidson, Chas. Bayman and V. O. Kerst, formerly of Greenville, O. The mill has a capacity of 30,000 bus. and milling capacity of 150 bbls. per day.—V. O. Kerst.

Naomi, O.—Bartlett & Hanson have sold out to the Naomi Grain Co. a new company recently incorporated. They will put in a new cleaner for clover seed and will add this line to their grain business, and will also erect a corn crib 100 feet long.—V. E. Hanson, agt. Naomi Grain Co.

Grover Hill, O.—We are indeed glad to inform you the report current over the country that we lost an eltr. by fire is in error. The eltr. of the United Grain Co. across the track from us burned, blistering the paint on our buildings, but by hard fight and keeping eltr. wet, thoroughly we escaped with slight damages. Since the destruction of the United Grain Co. plant, the Ireton Bros. & Eikenbary Co. of Van Wert, is erecting an eltr. which they are moving to this point from Haviland, O.—Davidson & Owens.

Columbus, O.—After receiving replies from a number of the members of the governing board, and consulting with several prominent members of the ass'n who have the best interests of the ass'n at heart, we have decided that the best date available for holding our Fall meeting will be Tuesday, Oct. 6th, at the Chittenden Hotel, Columbus, Ohio. This may seem early, but owing to the forwardness of the corn crop, the national meeting at St. Louis, Oct. 15th, 16th and 17th, and other reasons for an early meeting, it was thought best to select the above date, as the next date available would have been Oct. 23rd, which we believe would be too late to secure the best results, especially for the corn trade.—J. W. McCord, sec'y, and Chas. E. Groce, pres., Ohio Grain Dealers Ass'n.

## OKLAHOMA

Verden, Okla.—The Home Grain Co. is building a new steel tank.

Wagoner, Okla.—V. Lamb is building an eltr. on the M. K. & T.

Hinton, Okla.—The Farmers Union Grain & Eltr. Co. is erecting a 20,000-bu. eltr.

The P. H. Pelkey Construction Co. is doing the work.

Oakwood, Okla.—Timmons & Son have succeeded the Johns Eltr. Co.

Navina, Okla.—Adams Bros. have sold their plant to Cavanaugh Bros.

Calumet, Okla.—The Farmers Union Eltr. Co. is erecting a 15,000-bu. addition.

Chelsea, Okla.—The Union Grain Co. of Vinita has succeeded the New State Grain Co.

Kaw City, Okla.—J. W. Dean has taken charge of the eltr. for the Stevens-Scott Grain Co.

Carmen, Okla.—Kelly Bros. Grain Co. of Wichita, Kan., has purchased the Farmers Eltr.

Dillon, Okla.—The Eagle City Grain Co. is enlarging its eltr., adding a new engine, corn sheller and chopper.

Kaw City, Okla.—The W. T. Conklin Grain Co. has installed a 20-h.p. Witte Gasoline Engine, furnished by the Witte Iron Works Co.

Chickasha, Okla.—Wirt & Lyons of Enid have leased the Choctaw Eltr. The firm operates 16 eltrs. in the northern part of the state.

Greenfield, Okla.—The Home Grain Co.'s eltr. is being remodeled and equipped with new machinery by the C. A. Lowe Construction Co.

Fargo, Okla.—Fargo Grain, Seed & Coal Co. incorporated; capital stock, \$15,000; incorporators, C. B. Cozart, John Leasure and William E. Gwynne.

Fairmont, Okla.—The T. C. Cones Grain Co. has employed the C. A. Lowe Construction Co. to install a 12-h. p. gasoline engine and make other repairs.

Vinita, Okla.—Brinson & Patterson and M. D. Daniels are out of business. The Vinita Milling Co.'s plant burned.—Geo. Kapp, sec'y and mgr. Union Grain Co.

New members of the Oklahoma Grain Dealers Ass'n are Conklin Grain Co., Kildare, Okla.; Wm. Timmons, Oakwood, Okla., and C. E. Heaton, also of Oakwood.

Fargo, Okla.—C. B. Cozart, of Woodward, Okla., is building an eltr. at Fargo. The C. A. Lowe Construction Co. has the contract for building and furnishing the machinery.

Among the scoop-shovelers now operating in Oklahoma without regular facilities are D. L. Myers, Uncas; O. W. Cox, Woodward, and James Keller, of Ferguson, Okla.

Chickasha, Okla.—The Matthews & Black Grain Co. is erecting a new eltr., which will have a capacity of 15,000 bus. It is on a concrete foundation. J. A. Horn has the contract. The Lindsay Grain Co. will also erect an eltr.

Woodward, Okla.—O. W. Cox has completed two storehouses, one 150 feet long for baled hay and one 140 feet long for bloom corn, and has let the contract to Robt. Bingham for the erection of a large eltr., enabling him to handle all kinds of seeds and grain.

Oklahoma City, Okla.—We have sold houses to the following: at Homestead, to H. C. Bradford, El Reno, Okla.; at Ingersoll, to H. H. Cole, Oklahoma City, Okla.; at Lambert, Kelly Bros., Wichita, Kan.; at Augusta, Cox-Grim Grain Co., Augusta, Okla.—Southern Eltr. Co.

We have bot the Farmers Co-operative Ass'n eltrs. of Wood Co., Okla., on the Orient R. R. and at Yewed, Okla., on the same road. The Southern Eltr. Co., Oklahoma City, Okla., has sold, us its

plant at Lambert, on the Rock Island. Previous to this we bot two eltrs. from S. R. Overton, one at Milton and the other at Waldron, Both on the Orient R. R.—Kelly Bros. Grain Co., Wichita, Kan.

Enid, Okla.—On his return from a visit to Galveston recently C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, reported that "one of the causes of low grades at that point is due to the condition of grain when shipped, as a good number of cars were found dry on top, and out of condition in center and bottom of car. An erroneous idea has existed that the grain was not inspected until cars were set for unloading when in fact as soon as possible after cars are turned over to the Wharf Co. by the R. Rs., they are set on the siding and inspected whether to be unloaded or not. As to the advisability of stationing a man at Galveston in my opinion he could be of little benefit as it is impossible for individuals to have their grain handled separately at that point. The manager of the Wharf Co., who controls the eltrs. on the island informed me they have no facilities for separate binning, though should they be willing to handle our grain it must go into bins with other grain of similar grade and test. Thus the shipper would be compelled to stand his share of the shrinkage even though a large per cent of the grain was in a worse condition than his. I have tried to state fairly existing conditions at the port of Galveston as I found them and would urge upon the shipper to be sure that grain was in good condition before leaving point of origin. Briefly let me warn of the cost of carelessness in the way of cooping cars, as a poorly fitted grain door means considerable loss to the shipper. This was much in evidence in many of the cars I examined."

## PENNSYLVANIA.

Pittsburg, Pa.—Herman A. Schultz, a flour and grain broker, while attempting to close his office window, Sept. 12, overbalanced himself and fell to the ground 8 floors below. He was killed instantly.

Pittsburg, Pa.—The 150th anniversary of the birth of this city will be celebrated in a fitting manner by a marine parade Sept. 30 and a monster pageant Oct. 1 representing the trade and industries of this "workshop of the world."

Pittsburg, Pa.—It is expected that shippers and dealers will visit Pittsburg in numbers during this festival week, beginning Sept. 27, and receivers here expect to be busy entertaining their correspondents. Naturally, there will be a lull to our general activity during that week, but following this holiday business will be better, and the best thing that could happen this market would be smaller receipts of the plainer grades of hay for the next 10 days or two weeks. This would give the market a chance to recuperate and minimize the possibility of a glutted market week after next.—Pittsburg Grain and Hay Reporter.

Pittsburg, Pa.—The Central Eltr. Co., of this city, has lately installed two scale hoppers each with a capacity of 1500 bus.; also two Howe Recording Beams of the latest design. With this improvement most of the cars consigned to their care can be weighed in one draft. This should be of interest to all shippers and dealers interested in having correct weight. Cars consigned to the Central Eltr. can be transferred at once and weight certificate furnished; or held subject to in-



structions from the shipper and on his order forwarded East at through rate of freight. The Central Eltr. Co. will attend to procuring B/L and the necessary papers. The facilities for prorating grain on the Pennsylvania Lines are unexcelled and, I think, it would be to the advantage of shippers to know what protection can be afforded them by the proper handling of grain in this market.—R. S. McCague.

## PHILADELPHIA LETTER.

Louis W. Schall, a member of the Commercial Exchange and of John T. Schall's Sons, died on Sept. 14, after a brief illness.

Announcement has been made by the Philadelphia & Reading Ry. of the completion of the No. 10 Hess Drier which will be operated in connection with the Port Richmond Eltr. Its capacity is 15,000 to 20,000 bus. per day.

As the grand celebration of Founders Day which begins Oct. 4 and continues a week the 225th anniversary of the establishment of the City of Brotherly Love is the talk everywhere, the Commercial Exchange is making preparations to extend the usual courtesies of entertainment to all visiting grain men from outside of the city.

Considerable fun and excitement cropped out about the grain floor of the Commercial Exchange on September 15 when notices were posted in a very conspicuous way and signed by the Grand High Worthy President of the Whang-Bungers that all straw hats must be banished, that being the opening date of the Kutztown Fair when Birks County calls the limit. After considerable rumpus President Hancock came to the rescue and it was decided to postpone the final destruction of straw head coverings until a while later, as the Allentown Fair had not issued its final ukase.

After a vigorous warfare by the Commercial Exchange and its officials and committee the Pennsylvania Railroad Company and the Philadelphia and Reading Railway have thrown up the sponge and practically abandoned the recent claim against one of the prominent members of the grain trade here for exemption under the head of "natural shrinkage." And now comes the news that the Baltimore & Ohio and the Lehigh Valley Railroads will "follow suit" thus ending happily in a complete victory for the local grain receivers who contended that the "natural shrinkage" idea was largely a myth.—S. R. E.

## SOUTH DAKOTA.

Scenic, S. D.—Mr. Mally will erect an eltr.

Newark, S. D.—The Empire Eltr. Co. is erecting an eltr.

Mission Hill, S. D.—I am now agt. for M. King.—F. L. Cramer.

Iroquois, S. D.—We are successors to C. H. Beach.—Theophilus Bros.

Dallas, S. D.—The Doane-Sears Lumber Co.'s eltr. is about completed.

Watertown, S. D.—The Atlas Eltr. Co. is successor to M. W. Murphy.—X.

Delmont, S. D.—John Fernisse has resigned as mgr. of the Betts Eltr. Co.

Elkton, S. D.—George E. Hoch has purchased the eltr. of G. W. Van Dusen & Co.

Morristown, no p. o., S. D.—We are erecting eltrs. at Morristown and Thunder Hawk, stations on the Pacific Coast

extension of the C., M. & St. P. Columbia Eltr. Co., Minneapolis, Minn.

Goodwin, S. D.—I am now agent for the Farmers Eltr. & Supply Co.—R. W. Behms.

Draper, S. D.—The J. J. Christy Grain Co., of Westbrook, Minn., is erecting a 25,000-bu. eltr.

Carthage, S. D.—The Farmers Eltr. Co. will erect a 32,000 bus. eltr. Rowe & Nubson have the contract.

Northville, S. D.—The Sleepy Eye Milling Co.'s eltr. burst recently. The building was badly damaged.

Wessington, S. D.—The Farmers Eltr. Co. is erecting a new eltr.—W. C. McClure, agt. Atlas Eltr. Co.

Sioux Falls, S. D.—We have moved our office to this point, at 611 Minnehaha bldg.—Harrington Grain Co.

Watertown, S. D.—The Atlas Eltr. Co. is successor to M. W. Murphy.—G. O. Farrell, mgr. Kasota Grain Co.

Wall, S. D.—The Clarke-Dowling Grain Co. is building a grain warehouse to accommodate the wheat and flax crop.

Badger, S. D.—Hewett & Connor have sold their eltr. at this station to the D. McKinnon Eltr. Co.—C. B. Parmelee.

Oldham, S. D.—Mr. Lunde has succeeded Mr. Johnson as buyer for the Farmers Eltr.—G. O. Farrell, mgr. Kasota Grain Co.

Westport, S. D.—Mr. Namock, grain buyer for the Geo. C. Bagley Eltr. Co. was married recently to Miss Goldie Swezey of Winona, Minn.

Philip, S. D.—C. H. Leggett, H. A. Kumm, E. M. Larson, W. E. Harrell and Chas. E. McLane have organized the Philip Grain Co. E. H. Banks will be mgr.

Tulare, S. D.—J. Carlon & Co. will not run their eltr. this season and Mr. Carlon has accepted a position as agt. for J. H. McKone.—E. F. Jones agt. Determann Eltr. Co.

Waubay, S. D.—The Victoria Eltr. Co. has put in a concrete foundation under eltr., also new engine. Williams Bros. are repairing both of their eltrs. and changing from horse power to engines, this makes all eltrs here run by gasoline power. This new eltr. will be complete in ten days.—A. J. Marshall, Farmers Grain & Fuel Co.

## SOUTHEAST.

Jackson, Miss.—The constitutionality of the new feedstuffs law is questioned by feed dealers who contemplate a test case. The provision that all feed must contain not less than 3½ per cent crude fat and not more than 12 per cent of crude fiber is said to benefit a favored few.

## TENNESSEE.

Nashville, Tenn.—J. H. Wilkes & Co. have increased their capital stock to \$15,000.

Pulaski, Tenn.—The Pulaski Grain & Milling Co.'s new 100-bbl. mill will soon be completed. The plant including machinery will cost in the neighborhood of \$30,000. The company is composed of Mayor T. E. Dalv, D. J. Follis and W. L. Abernathy.—J. M. Hunter.

## NASHVILLE LETTER.

Will there be a car shortage this fall or winter? Some of the best posted railroad men express the opinion that there will be before fall is past. The manager of the car service association in this ter-

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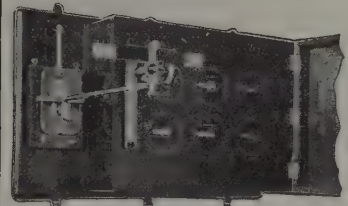
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## RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

ritory says he would not be surprised to see a shortage but that he is not willing to predict that there will be one.

J. H. Wilkes & Co. have secured a permit to build a hay warehouse at their plant at a cost of \$2,500. The company recently increased its capital stock.

Woodbury, Tenn.—A company has been organized by J. B. Hall, N. G. Maddux and others capitalized at \$5,000 and they have chartered the Short Mountain Roller Mills.

Nashville grain dealers are greatly stirred up over a complaint filed with the Interstate Commerce Commission. It is charged that Nashville is especially favored in the way of a rebilling privilege that really is nothing more nor less than rebates and that the railroads should be ordered to cut off the privileges. Nashville has been built up as a grain centre because of these privileges and a vigorous fight will be made to prevent any changes. The Nashville Grain Exchange has taken official cognizance of the matter and will employ attorneys and spare no expense in protecting the interests of Nashville grain men.—M.

### TEXAS.

Orange, Tex.—At a recent fire the Miller-Townsend Grain Co. suffered a severe loss from water.

Alvin, Tex.—The Alvin Mercantile Co. has elected S. R. Brown pres., C. D. S. Graham, vice pres., Everett Clendon, secy., C. T. Smith, mgr.

Fort Worth, Tex.—Every railroad in Texas has signed an agreement to do away with the practice of delivery cars to large shippers without the surrender of B/L. In order to release perishable merchandise the consignee has been given possession on filing an indemnity bond. The new agreement will take effect Nov. 1.

Galveston, Tex.—The New Orleans monthly report shows that they cleared 440,000 bu. wheat during August and had on ship board the last day of the month, not cleared 80,000, or a total of 520,000 bus. of wheat. Galveston cleared 1,965,440 bus. and had on ship board the last day of the month not cleared 308,000, making total of 2,273,440. In other words, total exportations at Galveston exceeded those at New Orleans 1,753,440 bushels. This is particularly interesting, in view of the fact that strenuous efforts were made by New Orleans interests to secure business of Kansas and Oklahoma this year. At least two representatives of that port visited dealers in Kansas and Oklahoma before the season opened urging the movement of their grain via the port of New Orleans. Coupled with this were a number of complaints of crowding at Galveston, it being contended by some Kansas and Oklahoma shippers that their grain was not receiving the consideration to which it was entitled from inspectors at Galveston. They overlooked the fact that the trouble might be with the dealer at point of shipment, who was not as careful in his purchases of damp grain as he might have been.—H. H. Haines, Sec'y Galveston Chamber of Commerce.

Austin, Tex., Sept. 14—The Texas Grain Dealers Ass'n is strongly opposed to the proposed change in rules of the Texas Car Service Ass'n by which the free time is to be reduced from 48 to 24 hours for reconsigning cars, for holding cars for final instructions, for holding cars for payment of freight charges be-

fore delivery to connecting lines and for holding cars with freight in bond for government inspection. H. B. Dorsey, sec'y of the Grain Dealers Ass'n, entered formal protest against the changes in the rules being made. He urged that the free time be permitted to stand at 48 hours as at present. He asked that the railroad commission make a change in the rules so as to compel the railroads to notify the consignor as well as the consignee of the arrival of a car at its destination. It was developed at the open hearing that the proposed changes in the Car Service Ass'n are to be applied to the whole country with the consent of the Interstate Commerce Commission. Representatives of Texas railroads said that it is desired to make the rules uniform for all interstate lines. J. A. Langbehn of Galveston has submitted to the Railroad Commission an agreement signed by the shippers of Galveston with a number of railroads in which they pledged themselves to aid the expeditious movement of cars under the old rules. Another objection raised by Sec'y Dorsey against the proposed new rules was that wherein it is intended to allow 96 hours free time for unloading when the entire shipment is consigned to one consignee who is located ten or more miles from a railroad station, when but 72 hours are allowed for persons located nearer. He saw no just reason for this discrimination. Mr. Dorsey also urged on behalf of Texas grain dealers that five hours additional free time was not enough allowance to the consignee when the railroad failed to place the car on the siding within forty-eight hours after ordering. An amendment was submitted allowing the consignee a time equal to the excess of 48 hours required by the railroad to place the car on the siding. It is claimed by the shipping interests of the state that the changes in the rules as submitted to the railroad commission for approval by the Car Service Ass'n would work a hardship upon them and that there are no just grounds for the proposed changes. It is expected that the railroad commission will soon render a decision.—H.

### UTAH.

Salt Lake City, Utah.—The Beaver Milling & Manufacturing Co. incorporated, capital stock, \$25,000. Louis W. Harris, pres., F. D. Farnsworth, vice pres., J. F. Tolton, treas., William M. Low, sec'y.

### WASHINGTON.

Seattle, Wash.—The Ford-Handler Grain Co. incorporated; capital stock, \$10,000.

Tacoma, Wash.—The state grain commission met here recently to establish the yearly grades of grain.

Seattle, Wash.—The Palmerton-Harvey Grain Co. and the Leisure-Winslow Co. will be consolidated, forming the Palmerton-Leisure Grain Co.

Spokane, Wash.—Frank A. Russel, who operated in this city for a few days as the representative of the Oregon Grain Co., Seattle, Wash., has disappeared after obtaining \$50 to \$200 each from a score of men on a promise of work. He has a Scottish brogue and an English education.

Columbia, Wash.—The Farmers Union Co-operative Warehouse Company has opened its warehouse with Geo. L. Neil as mgr. The company will not attempt to buy, but will permit any buyer to pur-

chase out of the house. The storage charge is 50 cents a ton a month until the first of the year, and 10 cents a ton for each month thereafter.

Dayton, Wash.—At the warehouse of C. J. Broughton a record in grain handling was made recently. In seven days 21,000 sacks of grain were received by one man and piled by a crew of five men using a horse piler. Considering the fact that 75 per cent of the grain received was wheat and that it was piled with a horse piler, instead of a gasoline piler, the record is considered remarkable.

### WISCONSIN.

Glenbeulah, Wis.—Laun Bros. of Elkhart have bot an eltr. here.

Manitowoc, Wis.—Northern Eltr. Co. incorporated; capital stock \$25,000. Incorporators, R. A. Ritchie, C. A. Zeman, Edward Zeman.

Milwaukee, Wis.—J. H. Hiland, 3rd vice pres. of the St. Paul R. R. is negotiating for the erection of a fireproof, modern grain eltr. of a million bus. capacity.

Manitowoc, Wis.—The Northern Eltr. Co. has bot one of the three eltrs. of the Northern Grain Co. and will do a shipping business. Capital stock \$20,000. R. A. Ritchie, formerly with the Northern Grain Co., is interested. The cold storage plant has been purchased by Stanley Eckels, former mgr.

Manitowoc, Wis.—O. W. Mosher has brot suit against R. L. McCormick of Tacoma, Wash., to recover \$72,000, alleging that he had to pay this amount of the indebtedness of the Northern Grain Co., which owed the First National Bank of Chicago \$150,000 and the Continental National of Chicago \$105,000, owing to McCormick's failure to fulfill an agreement to hold Mosher released from all liability, when Mosher bot his stock in the company prior to its insolvency.

### MILWAUKEE LETTER.

Malsters are doing very little.—C. F. Glavin.

The Wisconsin Central railway has placed an order for 5,000 freight cars.

C. of C. memberships are selling at \$250, a reduction of \$25 since the last sale reported.

Reports from Wisconsin indicate that over one-half of the barley crop has been marketed. I think receipts will drop off.—David G. Owen.

Barley "to arrive" is about the smallest article on the list just at present. This is due to the "hand to mouth" method pursued by buyers.

Chas. G. Stark, one of the oldest members of the C. of C., died suddenly at Poland Springs, Me., Sept. 20th, where he had been spending a few weeks.

Hop picking is in full blast at the Pabst farm at Wauwatosa, Wis., and it is expected that the crop this year will be about nine tons, or about 500 pounds to the acre.

Barley this year is good malting quality and the eastern demand has been steady up to the present time. As to the future of barley prices I can only say that I am a bear.—P. C. Kamm.

Seems to be more doing here and tables cleaned up first rate, despite large receipts. Malsters are bearish. I am of the opinion that cash wheat will sell to



less advantage relative to the "futures" than is now the case, as buyers have filled their immediate needs and are in an independent position.—W. M. Bell.

The marketing of seeds is assuming large proportions, and is finding ready sale at prices on a par with other markets. The present movement will effect an early exhaustion of the supply.

During last month trade from East was pretty good, up to the fore part of September. Decline in Chicago sort of put a cringe on the activity but the eastern demand has been working back gradually.—C. H. Smith.

This market is beginning to draw somewhere near its share of the new crop. Arrivals are being equally split up between malsters, shippers, feed dealers, etc. 500 cars was recorded as received one day recently.

Application for membership in the C. of C. has been made by Thos. Hanson. Application for transfer of membership has been made by Chas. S. Morris. Those recently admitted to membership by the board of directors are Emanuel A. Cohn and John J. Keller.

Geo. A. Schroeder, chairman of the Trans. Committee of the C. of C. attended the meeting of the Nat'l Industrial Traffic League, held at St. Louis on the subject of the proposed Uniform B/L, and reports it hardly probable that the one drawn up will be put through for use in general.

While many stories are being circulated as to the building of an elevator in Milwaukee, the majority are out of line. A movement is on foot to provide this much needed room, but the elevator will not be built soon. As an investment it would bring good returns.—E. C. Wall.

With the opening of the new smoking room Sec'y Langson disposed of a number of chairs and desks, formerly used in the old smoking and directors room jointly. The turning of the room into a directors' room exclusively gives that body a suite of rooms well adapted for their purposes.

The Chicago market on rye is comparatively higher than Milwaukee. Not much demand here as yet, distillers not being in the market. I consider rye cheap compared to wheat with it selling at 75c and wheat at about \$1.05, a difference of 30c a bushel. Rye is coming right along and I look for shippers to consign to a greater extent this year than ever and sell less on track. The export business is confined to narrow proportions. Hard to say when distillers will be in the market. Wisconsin rye seems to be better quality than that of last year, a larger per cent grading No. 1.—H. Jahns, Jr.

Offer buyers oats at 1/4c under the market and they will refuse to buy them. This is a peculiar feature to the present situation. At times buyers will buy everything in sight in the line of oats and then again they will not do anything at another time. The buying from "hand to mouth" system seems to have struck buyers in a favorable way and they will not stock up as an investment, the same as last year. 50c is a big price for oats and dealers are inclined to take no chances with them. I look for the range in prices to widen soon, as is always the case when the bulk of oats are of the poorer class.—F. C. Smith.—Slits.

## WYOMING.

Pine Bluffs, Wyo. — The Pine Bluffs Eltr. Co. is erecting a grain elevator with a storage capacity of 60,000 bus.; to be run by a gasoline engine. The building will be completed by Oct. 1. The company will also erect a warehouse for the storage of seed grain. Those interested are G. E. Abbott and A. D. Johnston, of Cheyenne, C. L. Beatty and C. E. Carlstrum, who is mgr. and buyer.

## Books Received

**Distance Between Hills for Corn.**—Experiments to discover the distance apart to plant hills of corn for the best yield per acre have been conducted during the past five years by the University of Illinois. It has been found that in northern Illinois the largest yields have been obtained from ordinary land by planting corn in hills 36 inches apart both ways, with three kernels per hill. In central Illinois on brown silt loam prairie land 39.5 ins. each way produced the largest yields. In the same part of the state on poorer soil, producing less than 50 bus. per acre, 36 ins. each way and two kernels per hill gave the largest yields. The details of these experiments are given in Bulletin No. 126 of the University of Illinois Experiment Station, Urbana, Ill.

**Rusts of Cereals.**—In language readily understood by the lay reader, E. W. Olive, botanist of the South Dakota Agr. Exp. Sta., has collected the verified observations on this fungous disease, which annually damages the wheat crop of the United States an average of \$20,000,000. Since the rust year of 1904, closer study has been given the red and black rust and a number of positive statements can be made: That a wet spring, followed by warm, moist weather presents just the conditions the rust needs for its rapid spread. That many points remain to be solved in the prevention of rusts; it cannot be prevented as easily as can smut in oats by formaldehyde. That the spores cannot be made to germinate at all until they have rested thru the winter. That the wintered over spores will not attack wheat plants, but must first pass a brief period of development on the barberry bush in early spring. That it will do no harm at all to use rusted grain for seed. That one of the most promising means of combating the rust of wheat seems to be the breeding of immune varieties. Bulletin No. 109; 20 pages; illustrated; South Dakota Agr. Exp. Sta.; Brookings, S. D.

**The Book of Wheat.**—An Economic History and Practical Manual of the Wheat Industry of the World. By Peter Tracy Dondlidge, Ph. D. This book comprises a complete study of everything pertaining to wheat. It is the work of a student of economic as well as agricultural conditions. The book is written with a view to completeness and accuracy, and at the same time is made very readable for the benefit of the general student. It is designed for the farmer, the teacher and the student as well, and the bibliography which accompanies the book is alone worth many times its price to the investigator of any subject connected with the culture of wheat. This book presents most interesting reading to those not particularly interested in the practical side of agriculture, owing to the extensive historical notes regarding the methods followed in the culture of wheat from ancient times to the present. The great age of wheat as a tilled crop is impressed upon one when the early history is traced from prehistoric times to the present. The chapters on transportation, marketing and prices should be read by every miller and dealer in this staple crop, and the practical farmer will find in the chapters on improvement, cultivation, harvesting, fertilizing, etc., practical information as deduced by the best investigators. This book is well printed and illustrated with many line drawings and full-page photographs. 369 pages; 5 1/2 x 8 inches; cloth; price, net, \$2.00. Orange Judd Company, New York.

Bran is now being exported from Japan to San Francisco, the flour mills which have been started in the Orient finding no use for this by-product at home.



### Cover's Dust Protector

Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
124 Perley St., South Bend, Ind.

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Grain Commission Merchant

I give my personal attention to all sales and orders.

Duluth MINNEAPOLIS Milwaukee

## We LOOK

after your interests carefully on business sent us and secure full market value for grain on consignment. Also give hedging orders prompt attention. TRY US.

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## Grain Carriers

The Oregon Railroad Commission will hold a hearing at Pendleton Sept. 28 on the grain rates of the O. R. & N. Co.

Its first formal meeting after the summer vacation will be held by the Interstate Commerce Commission Oct. 5.

A decrease of 30,371 in the number of idle freight cars is shown by the Sept. 10 report of the American Ry. Ass'n.

Elevator earnings of the Chicago, Milwaukee & St. Paul Ry. for the crop year ending June 30 were \$28,205.11; and expenses, \$40,761.09.

Export rates on grain and grain products are advanced by the Northern Nav. Co. to 14½¢ from Duluth and Superior to Montreal, effective Oct. 7.

Smoke so obscured the shores of Lake Michigan recently that the grain barge F. C. Miller, northbound from Chicago, ran aground 18 miles north of White Lake channel.

The Michigan Supreme Court on Sept. 15 upheld the maximum freight rate law of 1872, providing that the rate shall be not more than \$8 per car for 10 miles or less.

The National Ass'n of State Railroad Commissioners will hold its 20th annual convention in the hearing room of the Interstate Commerce Commission at Washington Oct. 6.

Under the new system of accounting adopted by the Kansas State Railroad Commission the railroads must show to what extent they are interested in the operation of grain elevators.

The American Railroad Employees & Investors Ass'n was organized at Chicago Sept. 15 to continue the campaign for increased freight rates. Its motto is "Make the Shippers Cough Up."

Permanent headquarters are to be established at Chicago by the committee on uniform classification of freight. The organization has been completed and a meeting was held at Chicago Sept. 15.

Construction of the Altus, Roswell & El Paso Ry. is progressing rapidly. Between Altus and Hollis, Okla., 35 miles have been graded. The road will pass thru Roswell, N. M., and El Paso, Tex.

Commissioner Prouty will give a hearing at Omaha Oct. 1 on the complaint against the Union Pacific by the Nebraska-Iowa Grain Co., Crowell Lumber & Grain Co., Cavers Elevator Co., and Updike Grain Co.

The Midland Mill & Elevator Co. of Muskogee, Okla., has filed complaint with the Interstate Commerce Commission against the Kansas Southwestern Ry., Midland Valley Ry., Kansas City Southern, and M., K. & T. Rys., asking that the roads be required to make joint tariffs at reasonable rates on grain and grain products, and alleging discrimination in favor of millers at other points.

The Chicago & Northwestern Ry. has no rule permitting freight to be charged at less than the minimum weight, when a large car is furnished to a shipper who has ordered a small car. If a car having a capacity of 30,000 to 40,000 lbs. is ordered and a car having a capacity of 80,000 lbs. is furnished and loaded, freight will be charged on 48,000 lbs. of oats or 75,000 lbs. of wheat, corn, rye and barley. The employees of the C. & N.W. have no

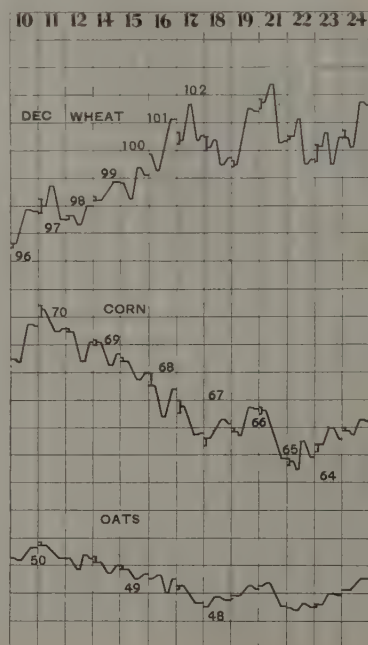
authority to permit a shipper to load a large car as one of smaller capacity. The injustice of this is admitted by the officials and it is probable that a new rule will be made soon.—Bogert, Maltby & Co.

The trade at Montreal is not hampered by petty charges, better dispatch is given, identity of grain is preserved and shortages are less. Out of 1,000,000 bus. of grain shipped through Montreal the shortage was only ten pounds, while the shortage at other North Atlantic ports average as high as one quarter of one per cent.—Geo. W. Stephens, pres. Montreal Harbor Commission. And no deduction is made for so-called "natural shrinkage."

Receivers of the Pillsbury-Washburn Flour Mills Co., of Minneapolis, Minn., on Sept. 5 filed claim with the Interstate Commerce Commission for \$9,000 in reparation for freight paid on wheat between Minneapolis and Anoka. For 26 years prior to the enactment of the Hepburn Act the milling company and its predecessors enjoyed a special rate of 1 cent per 100, proportional, on thru shipments milled at Anoka. When in the fall of 1906 the Great Northern Railroad was unable by reason of car shortage to ship in wheat from the north and west the milling company shipped wheat from Minneapolis and flour back under a thru B/L to eastern points. The established local rate, however, was 4½ cents per 100 lbs., and after the vigorous enforcement of the Interstate Commerce act the railroad company refused to grant the refund or rebate of 3½ cents per 100 lbs. The Interstate Commerce Commission now is asked to declare 1 cent the legal rate under the peculiar conditions.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Sept. 25 are given on the chart herewith.



## E. Mann's Elevator at Calumet, Ia.

From the adjustable flag pole at the top of the cupola to the bath tub in the engine room, the elevator which is illustrated herewith is one of the most complete and up to date houses which grace the fertile corn fields of Iowa. It is owned and operated as the sign indicates, by E. Mann of Calumet.

The elevator is built upon a concrete foundation with retaining walls, and a cement floor over the entire basement. The elevator is cribbed 43 ft. to plate with 5 ft. of centre cribbing. It has 6 overhead bins with a storage capacity of 30,000 bus. The ground floor of the elevator is 32x33 ft. with a 10 ft. working floor.

Adjacent to the main portion of the elevator is a combined office and engine



Up-to-Date Elevator of E. Mann at Calumet, Ia.

room. The office is divided into two parts, a private and a public office. The engine room is divided into three apartments consisting of a basement, engine room proper and a bath room. In connection with the engine room and offices a flour, feed and seed room 16x32 ft. with 3 apartments is used for storage.

An 8 h. p. gasoline engine drives a line shaft with a friction clutch under the work floor; from this shaft power is secured to operate the elevator. The engine is cooled with a pump jack drawing water direct from a deep well. It is equipped with an automatic drain which eliminates danger of freezing.

The machinery consists of a Hall Distributor connected with all steel spouting and direct signal connections with working floor; a 1250 bus. Avery Automatic Scale from which grain may be spouted directly into car; a manlift; a sacking device for the retail department, also a direct spout from head to driveway so wagons may be loaded while on platform scales. A 500 bus. Pease cleaner is located on working floor; two 6-ton platform scales, one in the driveway and the other outside the office, both having beam connections with the office.

There is one stand of elevators with 6x11 inch cups driven by double rope transmission. The boot pan is of steel. The building is roofed with 5x2 shingles and sided with pine. All windows are screened with heavy wire to protect glass. Heavy sliding doors on ball bearing rollers protect the driveway. The building



is rodded with a three-point lightning rod system. This very modern plant was built by T. E. Ibberson.

## Changes in Grain Rates.

Among the tariffs recently filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

B. & O., elevator dust and oat clippings, Columbus, O., to Linden, Ind., 9c, effective Oct. 15.

C. Gt. W., flaxseed, Minneapolis to New Orleans, 38c, effective Oct. 10.

C., M. & St. P., wheat, Omaha to Chicago, with milling privilege at Appleton and Montevideo, Minn., 22½c, effective Oct. 11.

C., M. & St. P., corn, Chillicothe, Mo., to Clinton, Ia., 10½c, effective Oct. 17.

C., M. & St. P., between Sioux Falls, S. D., and Cedar Rapids, Ia., effective Oct. 17, flaxseed, 19c; wheat and flour, 16c; corn, rye, oats, barley and millstuff, 14c.

Graham & Morton Trans. Co., grain and grain products, effective Oct. 12, between Chicago and Zeeland, Friesland, Forrest Grove, Jamestown, Jenison, Grandville and Grand Rapids, Mich., 7c.

Hocking Valley, elevator dust and oat clippings, 8c from Fostoria, O., to Linden, Ind.; 10c from Columbus, O., to Chicago, 9c, Columbus to Linden; 11½c Columbus to Milwaukee, effective Oct. 15.

L. & N., grain and grain products, Louisville, Ky., to Covington and Newport, Ky., 6c, effective Oct. 14.

C. & N-W., grain, originating beyond, Peoria to Chicago, 6c effective, state Sept. 2, interstate, Oct. 10.

The Burlington has filed sup. 51 to ICC No. 6939, making rates on grain and grain products between Prospect Hill, Canton, Santuzza, Gregory, Alexandria, Wayland, Kahoka, Medill and Ashton, Mo., and Chicago, St. Louis, St. Paul and points in Illinois, Iowa and Missouri, effective Oct. 25.

The Great Western has filed sup. 3 to ICC No. 4253, on seeds, between Kansas City, Omaha and Missouri River stations and points in Iowa, effective Oct. 11.

The Minn. & St. L. has filed sup. 4 to ICC No. 1922 on flaxseed, grain, products and hay between Peoria, East St. Louis, and St. Louis and stations on the Ft. Dodge, Des M. & S., Interurban, and Newton & N-W., effective Oct. 13.

The Minn. & St. L. has filed sup. 3 to ICC No. 1927, on wheat, from Missouri River points, when from beyond, to Chicago and Peoria, effective Oct. 10.

The Wheeling & Lake Erie has filed sup. 2 to ICC No. 523, on grain and grain products, from Toledo, Ironville, Cleveland, O., to points in C. F. A. territory, effective Oct. 10.

The Grand Trunk has filed sup. 5 to ICC No. A1142, on grain and grain products, from stations on its line to points in Maryland, New York, Ohio, Pennsylvania and West Virginia, effective Oct. 5.

Export rates on grain and grain products from Chicago, Decatur, East Hannibal, St. Louis and rate points to eastern and Virginia cities are quoted by the Washash in sup. 2 to ICC No. 999, effective Oct. 4.

Export proportional rates on grain in sacks are quoted by the Erie & Western Transp. from Chicago, Milwaukee and Sault Ste. Marie, Mich., to Boston and New York, 11c; Philadelphia, 10c; Baltimore, 9½c; and from Duluth, Superior, Houghton, Hancock and Marquette, Mich., to Boston and New York, 13½c;

Philadelphia, 12½c; Baltimore, 12c, in sup. 21 to ICC No. 193.

Export rates from stations in Nebraska and Kansas on the Union Pacific thru Port Arthur, Tex., are quoted by that line in ICC No. 2200, effective Oct. 15.

An export grain tariff making a change in storage rules at Lake Erie ports will be made effective Oct. 12 by the Omaha road for shipments from Minneapolis, in sup. 4 to ICC No. 3281.

Rules governing the elevation of grain at Evansville, Ind., Mt. Vernon, Ill., St. Louis and East St. Louis, Nashville, West Nashville, and Mt. Carmel, Ill., have been filed by the Southern Ry. and made effective by special permission Oct. 1.

Rules and charges on grain in elevators at Jersey City are filed by the Pennsylvania in ICC No. G O 362.

Rules governing storage at Fort Gratiot and Depot Harbor, Ont., are covered by the Grand Trunk in ICC No. 1066.

Grain door expense is covered in tariffs filed recently by the Northern Pacific, sup. 2 to ICC No. A 1673; N. P., sup. 1 to ICC No. 3261; N. P., sup. 4 to ICC No. 3470; Lake Shore & M. S., ICC No. A 2327; C. H. & D., ICC No. 2094.

## Fall Meeting of Ohio Ass'n.

The regular fall business meeting of the Ohio Grain Dealers' Ass'n will be held at the Chittenden Hotel, Columbus, O., Oct. 6th, 1908.

Surely it is apparent to you that this is an important meeting. Never before, so near the early movement of a new corn crop, have the price conditions been so abnormal, unreliable and difficult to reconcile, or form a basis for nearby operations, as now.

The next sixty days will be a critical period for the dealer in new corn; extreme conservatism should be exercised; none of us are so wise but we can learn something of value from the other fellow. Let us get together in a spirit of perfect harmony and see what we can do towards a solution of the new corn proposition and all other matters pertaining to the trade, which may come before the meeting.

Our program will be very much on the spontaneous, elastic order. Dry papers, flowery oratory, ineffective resolutions, etc., will be barred; everyone will be given an opportunity to express their views on any important matter pertinent to the trade.

We have invited representatives from each of the terminal markets tributary to Ohio, requesting them to set forth briefly their facilities for handling business, weighing, storing, switching, drying, etc.

Delegates will be appointed to attend the meeting of the National Ass'n at St. Louis, October 15th, 16th, 17th.

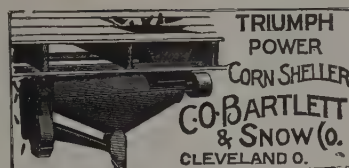
Representatives of the Ohio Corn Improvement Ass'n will be present to explain the details of the Ohio Corn Show, to be held at the State University, November 23rd, 24th and 25th. One of the most important contests of the Show will be a valuable and useful trophy, awarded to the grain dealer exhibiting the best ten ears of corn, selected from his receipts.

Our meeting will open at 10:00 a. m., and close in time to allow you to return home the same day.

We need you and you need us. DON'T FAIL TO BE PRESENT.

Respectfully,

I. W. McCORD, Secy.  
CHAS E. GROCE, Pres, Columbus, O.  
Circleville, O.



**R**

**+ FUMA =**

Live weevil plus a little Fuma equals dead once every time

**Fumigate Your Elevators and Mills With FUMA**

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10c per lb. in 50 lb. and 100 lb. drums  
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**EDWARD R. TAYLOR**  
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**May 1909**

**W H E A T**

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

**E. W. WAGNER**

99 Board of Trade CHICAGO

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**TULLAR ENVELOPE CO.**

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The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

**MOURATUS—Galein Form, 50 and 75c.**  
**RATITE—Liquid Form, 75c, \$1 and \$1.50.**

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Sole Concessionaires of Institut Pasteur, Paris, Biological Products.

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Address Dept. K.

# Seeds

Timothy seed is making a large yield this season.—A. Keeler, Kent, Ill.

The condition of clover seed in Michigan on Sept. 1 was 85 per cent of an average.—Geo. A. Prescott, Sec'y of state.

There will be free deliveries of prime seed at Toledo on October contracts, as up to Sept. 25 over 3,000 bags had inspected prime.

London, Eng., Sept. 7.—With the continued wet weather the demand for Trifolium has slackened off, prices unchanged. Very little movement in the new Clover-seeds now appearing; prices high, qualities non-attractive. Mustard rather dearer on account of the weather.—John Picard & Co.

R. Leifmann Sons Successors, of Hamburg, Germany, wholesale dealers in clover and grass seed, have appointed I. L. Radwaner as their representative for the sale of seeds in the United States, with offices at New York. These arrangements were made by A. Heinicke, of the firm, before his return to Germany Sept. 17.

Toledo received during the week ending Sept. 19 8,900 bags of clover seed and shipped 1,500 bags; compared with 232 bags received and none shipped during the corresponding week a year ago. Shipments so far this season have been 5,000 bags, against none last season; and receipts for the season have been 27,000 bags, against 2,250 bags for the corresponding period of last season.

Darmstadt, Germany, Sept. 11.—Germany promises a good average crop of red clover at a fair price. White clover will appear on the market with a medium crop of different qualities. A short yield of alsike is expected. Crimson clover turned out a large crop, but bright lots are scarce. The French crop has suffered thru rain. The partly good crop of alfalfa promised in France has been diminished.—Conrad Appel.

The demand for empty bags is enormous. It shows that the clover seed crop is the biggest since 1897. Some Ohio shippers have jumped the price to farmers to \$5.00 with the result that farmers are selling freely—under \$5.00 they don't let go. Present rally may allow shippers to pay \$5.00 for Prime and good No. 2, but not for any "old thing," and that being the case, receipts may continue large and it may be all right to hedge again by sales futures here.—J. F. Zahm & Co.

When weevil are discovered in clover seed shippers should buy the seed at a

discount from the regular grades of No. 2, No. 3, Rejected and N E G, unless the farmer will allow it to be blown and stand for the shrinkage. Give it a strong blowing and the weevil will no doubt be removed, also any of the berries they may have attacked. Our opinion is that they don't thrive very well anyhow, but to be on the safe side shippers should give this kind of seed a very good blowing.—J. F. Zahm & Co.

Chicago received during the week ending Sept. 19 6,042,000 lbs. timothy seed, 287,900 lbs. clover seed, 733,000 lbs. other grass seeds and 27,000 bus. flaxseed, against 1,627,800 lbs. timothy seed, no clover seed, 156,100 lbs. other grass seeds and 15,560 bus. flaxseed during the corresponding week of 1907. Shipments for the week have been 1,178,400 lbs. timothy seed, 281,200 lbs. clover seed, 3,053,000 lbs. other grass seed, and 32,340 bus. flaxseed, against 758,000 lbs. timothy seed, no clover seed, 2,359,300 lbs. other grass seeds and 3,590 bus. flaxseed during the corresponding week of last year.

The acreage of clover for seed is reported by the U. S. Department of Agri-

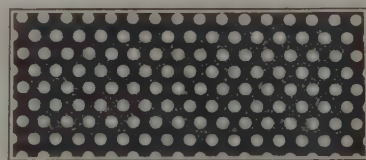


Fig. 2.—Perforated Sheet Zinc Holes 1/15 inch. After Shaw, Circ. No. 2, Bureau of Plant Industry, U. S. Dept. of Agri.

culture as 120 per cent of the 1907 area. The condition of the crop on Sept. 1 is reported to have been 89.7, compared with 76.5 last year and a 10-year average of 75.8. Ohio and Indiana made the biggest gain in acreage. Conditions Sept. 1 were 94 in South Dakota, 93 in Ohio, 92 in Illinois and Nebraska, 91 in Indiana and Iowa, 90 in Minnesota and Missouri, 88 in Michigan, and 85 in Kansas and Wisconsin. This is better than last year, except that in the last two and South Dakota the conditions are the same. The greatest improvement in conditions is in Ohio, which last year was only 60.

The lowest March prime clover seed has sold at Toledo during the past 20 years was \$2.80 in March, 1898, as a result of the enormous crop of 1897. That is the year the eight principal clover seed states raised nearly 3,000,000 bus. Toledo received 39,500 bags that September and 56,000 bags in October. This September the receipts may be nearly 30,000 bags. March here that August was around 4.50 and about 4.00 in Sept. The low

prices were reached in the springtime, when it became apparent that a large surplus would be carried over. Highest price March here has sold in late year was 13.35, last March, 1907 crop started at \$7.30 in April, 1906. Clover seed has recently had several high-priced seasons and present prices look very low compared with them.—C. A. King & Co.

## Sawdust Method of Separating Buckhorn From Red Clover and Alfalfa Seeds.

Buckhorn, known also as English plantain, rib grass and ribwort, is a pernicious weed the seeds of which it is impossible to separate by the ordinary methods from those of red clover and alfalfa, being almost identical in shape, weight, color and general size.

The only marked difference between buckhorn and the seeds named is its well known mucilaginous coating. When moistened the seed becomes very sticky. Following this suggestion, Harry B. Shaw, scientific assistant in the Department of Agriculture, invented the process of separation by sawdust, on which a patent has been applied for to permit its general use by the public.

In the dry sawdust method of separation the alfalfa or red clover seeds infested with buckhorn are covered with water of about room temperature and well stirred to wet all the seeds. After having stood in the water for 5 to 8 minutes the seeds are drained on a sieve of about 22 meshes to the inch. The moist seeds are then scattered into dry sawdust and thoroughly mixed until the seeds fall apart freely and no small seed masses remain. After 2 to 3 minutes of mixing it will be found that the sawdust has absorbed the free surface moisture from the alfalfa seeds and that all the mucilaginous buckhorn seeds have been coated with the sawdust, as shown in Fig. 1, herewith.

Two screens are required, an upper one or sheet zinc, perforated with round holes of one-fifteenth inch diameter, Fig. 2, and a lower one of No. 22 mesh wire cloth. The mixture of seeds one part and sawdust 4 or 5 parts, is fed continuously upon the upper screen. The sawdust and free seeds pass thru to the lower screen and the coated buckhorn seeds are retained. The sawdust alone will pass thru the lower screen, leaving the clean alfalfa seeds to be discharged.

The two screens may be used together in a light frame or in a seed separator; or the seedsmen may blow out the sawdust with a fan and separate the buckhorn with a screen. Should the type of machine be employed that operates by means of inclined planes, rebounding an-

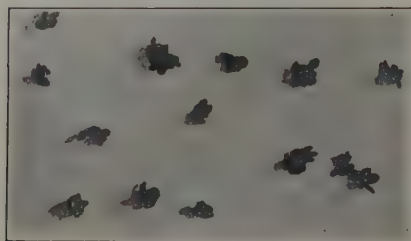


Fig. 4.—Small Seed Balls, each being a Buckhorn Seed to which Alfalfa Seeds Cling. Natural size. After Shaw, Circ. No. 2, Bureau of Plant Industry, U. S. Dept. of Agri.

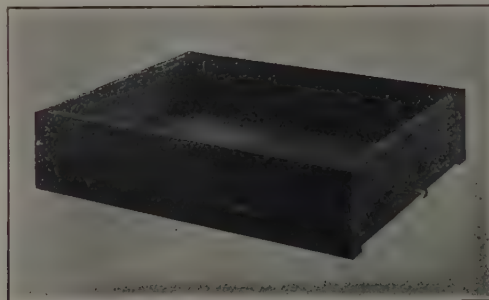


Fig. 5.—Box Screen with Interchangeable Sliding Frames for Various Sizes of Mesh.



gles and an oscillating motion, the sawdust should be first sifted out, then such a machine will effect a very complete separation of the buckhorn seeds.

With the common type of seed cleaner comprising fan and sieves the whole separation is effected in one operation, and it is advisable to first separate the clover or alfalfa seeds into two grades—those passing thru a round hole of one-fifteenth inch and those too large to pass thru such a hole. The latter grade will contain few buckhorn seeds, and will represent a small proportion of the total seeds. The buckhorn should be separated from the smaller grade by the sheet-zinc sieve already mentioned, and from the larger grade thru a similar sieve having holes one-thirteenth of an inch in diameter. In Fig. 3 are shown alfalfa seeds; normal buckhorn seeds and immature or abnormal buckhorn seeds.

Sawdust from any kind of wood may be used, discarding all too coarse to pass thru a No. 22 mesh and that fine enough to pass thru a No. 36 mesh. The chaff of various grasses such as fescue and red-top has been used successfully.

In the agglutinative method the seeds are moistened as in the wet sawdust method, drained thoroly, and placed in a pervious vessel, or into shallow trays having wire cloth bottoms of No. 20 mesh or finer. In these receptacles the seed should be dried in the sunshine, in a current of warm air or before a fan, or in a drier, until the alfalfa seeds fall

apart freely. When moderately dry screen thru sieves. If the seeds are too dry the clover will be too easily detached from the buckhorn. The buckhorn seeds will be found to have collected about themselves a small number of alfalfa seeds, thus forming small seed balls, Fig. 4, and these seed balls will not pass thru the sieve. The loss of good seeds by this method will depend on the number of buckhorn seeds present, but the good seeds thrown out may be saved by one of the other methods. This method is the simplest and cheapest to operate.

The process does not injure the seeds in any way, and it has the advantage of eliminating other impurities also

## Exports of Breadstuffs.

Our exports of breadstuffs for the eight months prior to Sept. 1 have included 1,932,598 bus. of barley, 25,277,049 bus. of corn, 564,985 bus. of oats, 1,823,932 bus. of rye, 54,082,751 bus. of wheat and 8,274,606 bbls. of wheat flour, compared with 2,634,065 bus. of barley, 67,109,429 bus. of corn, 1,102,077 bus. of oats, 715,425 bus. of rye, 35,030,935 bus. of wheat, 9,855,159 bbls. of wheat flour for the corresponding eight months of 1907. The total value of breadstuffs exported for the 8 months was \$113,561,150, against \$110,518,838 for the corresponding eight months of 1907 as reported by O. P. Austin, chief of the Bureau of Statistics.

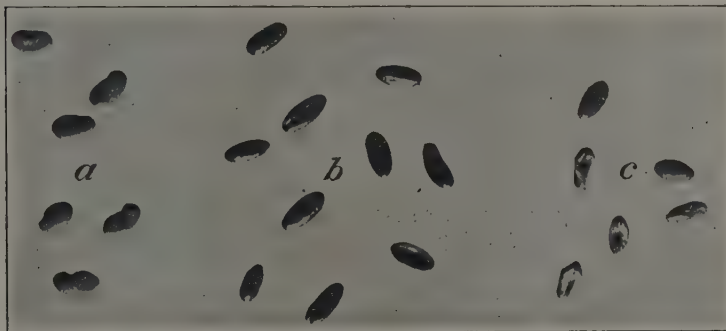


Fig. 3.—Alfalfa Seeds, a; Normal Buckhorn Seeds, b; Immature or Abnormal Buckhorn Seeds, c; Enlarged Three Diameters. After Shaw, Circ. No. 2, Bureau of Plant Industry, U. S. Dept. of Agri.



Fig. 1.—Buckhorn Seeds Coated with a grade of Sawdust too coarse to pass thru a No. 22 Mesh, a; Similar Seeds Coated with Sawdust passed thru a No. 22 Mesh and from which Very Fine Particles have been Screened Out, b; Similar Seeds Coated with Very Fine Sawdust, c; Similar Seeds Coated with White Sand, d; Natural Size. After Shaw, Circ. No. 2, Bureau of Plant Industry, U. S. Dept. of Agri.

## Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON  
26-30 Atlantic Ave.

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## NO JAR OR JOLT

When You Have a

Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study out carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: 'We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller.'

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

## Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and '32, 33, and 35 pounds. Printed in two colors, on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

## Grain Dealers Day at the National Corn Exposition.

The grain dealers ass'ns in several states have been responsible for the management of the Corn Gospel Trains which have done such splendid service for agriculture during the past few years. Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, recently stated "the Grain Dealers Ass'n conclude that the Seed Corn Special trains did more to 'jog' the grain growers and bring out a better stand of grain, increasing the yield and improving the quality, than any other one movement that we know of."

The fact that these special train movements have spread into many states, including Canada, indicates that the plan was a good one. We all feel that sufficient interest has been aroused through these corn gospel crusades to keep the movement going indefinitely. The oat situation is critical and deserves united effort on the part of all of us. No one realizes this more keenly than the grain dealer and the grain exchanges. We all ought to lend assistance in a concerted way that will cure our oat troubles, and that we may have a better quality of oats and attempt to secure a variety that will yield a profitable crop for in many sections of the country the oat crop is admittedly not a paying one.

Arrangements have been made for Grain Dealers Day at the National Corn Exposition, Tuesday, December 15th. The Exposition management has discussed plans with members of some of the Exchanges and many grain dealers, and it seems best to focus all energy and attention to the oat crop. Secy. E. J. McVann of the Omaha Grain Exchange, Secy. Geo. A. Wells of the Western Grain Dealers Ass'n and Mr. E. L. Vincent, identified with the Farmers Grain Co., are aiding the Exposition management in plans for the event. Some of the grain exchanges will charter standard Pullmans and attend in large numbers. There ought to be a train load in attendance from the Chicago Board of Trade.

Mr. S. H. Smith, Ass't Grain Inspector at Chicago, will deliver a lecture upon commercial grading of grain before the Students Teams in the Judging Contest. Chicago standards will be used in judging corn and oats.

Minneapolis standards will be used for spring wheat.

Kansas City standards will be used in judging hard winter wheat.

St. Louis standards will be used in judging red winter wheat. These several exchanges will furnish inspectors to aid in this educational work.—J. Wilkes Jones.

## Corn Show at Mitchell, S. D.

The Annual Agricultural Exhibit at the Mitchell Corn Palace in Mitchell, S. D., will be held from Sept. 28 to Oct. 3. In consideration of a very fine harvest of farm products this year in South Dakota it is expected the exhibit will be unusually interesting. The Corn Palace which is illustrated herewith is 100x140 ft. frame building. The exterior of the building has been decorated with variegated colors of corn by an expert decorator and the building presents a very striking appearance. In addition to the usual agricultural exhibits a very fine musical program has been provided in combination with a Vaudeville performance. Several hundred dollars in prizes will be distributed among the winners. Several excursion trains will be run by the different railroads to the Corn Palace.

## Supply Trade

There was a man in our town  
Who was so wondrous wise,  
He thought a business he could run  
And never advertise.

Take heed and learn the moral  
Of this sad, mournful tale,  
For the only ad he ever had  
Was, "Closed for Sheriff Sale."  
—Profitable Advertising.

To neglect to advertise is like resolving never to travel by steam or to communicate by telegraph.—Horace Greeley.

Henry B. Horton, one of the founders of the Millers National Insurance Co., died at his home in Chicago Sept. 7. He was 81 years old.

The creditors of the Brown-Cochran Co. of Lorain, Ohio, manufacturers of gas engines held a meeting at the office of the company Sep. 23.

The Marseilles Mfg. Co. furnished the Chicago House Wrecking Company with several portable elevators for loading the salvage from burned Armour elevators E and F.

Tho the corn crop in southern Illinois has not given promise of being an average the Union Iron Works reports a very good business, especially from territory not adjacent to Decatur.

Articles of incorporation have been granted to the Tri-State Grain Dealers Mutual Fire Insurance Co. The company will confine its business exclusively to that of insuring grain. The headquarters of the company is Luverne, Minn.

The Sydney Elevator Mfg. Co. has enjoyed an unprecedented demand for New Era manlifts. In fact the demand has been so great that the company was forced to build a larger factory. It has now moved into the new building and with its new equipment composed of various labor saving machines is prepared to give its customers very prompt delivery.

"Foos hoists for mining, contracting and general purposes" is the title of a well illustrated pamphlet recently issued

by the Foos Gas Engine Co. A general description of the hoist which is operated in connection with a gasoline engine with friction clutch connections; crank shaft and bearings, drum, friction brake, accelerator, drum and other features make the booklet interesting to those who have use for hoisting machinery.

The Johnson Grain Dryer & Renovator is being placed in a number of elevators by E. G. Isch & Co. the manufacturers, of Peoria. The latest installations are for the Erie R. R. at New York City. Thirty bins will be equipped with compressed air. The Clinton Grain Co. of Cedar Rapids, Ia., has purchased a Dryer and is now having it installed; another one was sold recently to the Emery Thierwechter Co. of Oak Harbor, O. The Powers Elevator Co. of Toledo is installing a Dryer in its Genoa house.

A vegetable boiler compound is manufactured by the Ideal Boiler Compound Co., unincorporated, which has an office in the elevator of the Chicago & Western R. R. Co. Jas. A. Macaulay who is the engineer at the elevator is manager of the company. A positive guarantee that the compound is purely vegetable composition accompanies each order for the compound, which is sold in half bbl. and barrel lots. The compound dissolves boiler scales into a slush which settles in the bottom of boiler and then may be washed out with a hose.

The B. S. Constant Co., of Bloomington, Ill., who hold Letters Patent dated Oct. 17th, 1908, on the Fan Discharge Corn Sheller feel that it has left the experimental age of this new idea on Corn Shellers and is now ready to assure the trade that it has overcome past difficulties completely. It has added a Screw Adjustment which is operated by the simple twist of the wrist and while the sheller is full and running. It is positive and takes up only 6" additional space on the length of the sheller. The company also makes the blades separate from the cylinder, when requested, which saves buying an entire new cylinder in case of breakage of the blades, but it has had so few calls for repairs and especially cylinders from this cause, that it does not think it necessary to make the fan separate unless requested.



Mitchell, S. D., Corn Palace.



## Patents Granted

**Grain Treating Apparatus.** No. 897,899. (See cut.) Robert S. Houston, Emerson, Man., Canada. The grain is delivered to a drum which rotates thru a treating fluid in a tank and operates a skimming device and scraper. The drum discharges the treated grain after elevation to an opening in the inner ring.

**Seed Corn Tester.** No. 899,000. (See cut.) Clarence G. Taylor, Sibley, Ia. An outer box has a bottom which extends upwards as it recedes from the sides and approaches the center of the box. Fitted within the box is a frame provided with a bottom formed of interwoven strips. The box is provided with air-holes and its bottom is concave.

**Seed Cleaner.** No. 898,883. (See cut.) John H. Hennen, Alexandria, La. The separation is effected by a combination of air blasts, one of the air flues having a tapering outlet provided with a lip slidable in the direction of the taper whereby the taper can be adjusted. Over this outlet the material is directed and is received by an adjacent air blast separator.

**Portable Grain Elevator.** No. 898,552. (See cut.) Jos. E. Camp, Washington, and Christian W. Camp, Metamora, Ill., assignors to Camp Bros. & Co., Metamora. The device comprises an elevator, a vertically raisable conveyor pivoted thereto, a

one-piece drag chain, a power wheel engaging the chain, idler wheels at each side of the power wheel, the drag being endless and extending thru both the elevator and conveyor.

**Automatic Grain Weigher.** No. 898,420. (See cut.) Geo. M. Baird, Oklahoma, Okla. The grain weigher has a housing casement, a receptacle centrally located in the casement and consisting of two compartments, supporting shaft for the receptacle, lever bars, weight indicating device, intermediate and rear stay bars, a spiral spring attached to the rear stay bar, and an adjustable scale plate.

**Grader and Cleaner for Grain and Beans.** No. 898,892. (See cut.) Andrew Hohner, Ottawa, Ill. The frame holds a rotating cylinder having spaced longitudinal ribs, each rib being triangular in cross section, the broadest portion of each rib having notches in an edge, each notch being in alignment with a concave recess in the face of the rib. The space between succeeding ribs is increased at intervals by stepping one of the opposed edges of the ribs.

## An Essay on Corn.

BY E. A. BROWN & CO.'S OFFICE BOY.

Corn is the seed of the Maize Plant. Common varieties are, dent, flint, sweet, pop, Sept., Dec., and May. Corn is strictly an American product of Indian origin. It was first cornered by Joseph and later by Mr. Phillips. See Web. Dict.

The first crop of corn was raised in Virginia on the banks of the James, in 1608, some 300 years ago. It was a bumper crop and the Bears were in their element in anticipation of a good carrying charge. The hard Winter of 1608-9, and the heavy arrival of Puritan emigrants on the Shamrock No. 3 in Spring, however, so increased the demand that Chief Powhatan was successful in running a squeeze, with a number of good scalping turns thrown in.

King Corn is well crowned. It is our largest crop in bushels and dollars. It is one of the main sources of our National wealth. Its many uses and blessings are manifold. And why its virtues were not credited to the G. O. P. before is a mystery.

Corn and straw hats never matured under such favorable conditions before. Both are dead ripe and not a frost on the pumpkin yet. They say Joe Cannon is very fond of corn, a farmer who dined with him once noted his capacity, and suggested that he ought to board at a livery stable. Corn is not only the best feed on earth for animals, but modern methods convert it into faddish foods that make broiled lobster poor food for the gods in comparison. Those fluffy, flossy, fragrant flakes for instance. The maid puts a paper weight on them to keep the morning zephyrs from flitting them out of the window, if perchance you are late to breakfast. A drop of milk changes them, to now you see them and now you don't.

Minneapolis, Omaha, Chicago and Peoria are the leading corn markets. I never could understand what they did with so much corn at Peoria. Corn in prehistoric days was used to make palaces. That is what made Sioux City famous. Corn at one time was used for fuel. Now we drink the nectar to keep warm. Corn when used for fuel in any form is hard on the boiler. Red ears of corn perform an important part in all Rural dramas.

The official report of the Japanese Government estimates the total rice crop in Japan to be 260,000,000 bus., an increase over last year.

## YOU WILL NOT

be compelled to file claims for shortages if your cars are equipped with

## THE KENNEDY CAR LINER

It positively prevents leakage of grain in transit. Further information cheerfully furnished if desired.

**FRED. W. KENNEDY, M'lr.**  
Shelbyville, Indiana

## CYCLONE BLOW PIPE CO.

IMPROVED

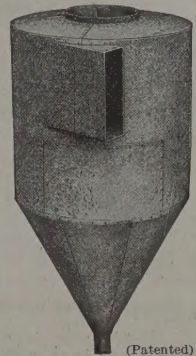
Cyclone Dust Collectors, Automatic Furnace

Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems - remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86  
West Jackson Boul.  
CHICAGO, ILL.



(Patented)

## "THE VELOCITY OF AIR

on the suction side of the fan is always greater with the

## "1905" Cyclone Collector

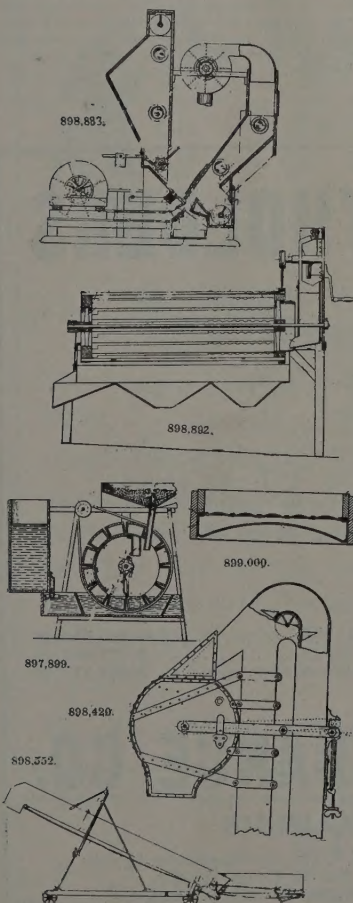
due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



## The "New Cyclone 1905"

Manufactured Exclusively by

**The  
Knickerbocker Company**  
JACKSON, MICHIGAN





## Supreme Court Decisions

**Warehouseman's Delay in Delivery.**—The failure of a warehouseman to deliver stored goods on the day of demand does not make him a purchaser of the goods.—*Porter v. Duval Co.* Supreme Court of New York. 111 N. Y. Supp. 825.

**Delivery by Carrier to Wrong Person.**—A delivery of goods by a carrier or warehouseman to the wrong person constitutes a conversion for which an action of trover will lie.—*Seaboard Air Line Ry. Co. v. Phillips.* Court of Appeals of Maryland. 70 Atl. 232.

**Recovery for Telegraph Error.**—Where a telegraph company made a mistake in transmitting a message quoting the price of goods, the buyer, who, without knowledge of the mistake, paid the price, was entitled to recover from the company the loss sustained.—*Western Union Tel. Co. v. Lyons.* Supreme Court of Mississippi. 47 South. 344.

**Penalty on Carrier for Loss of Freight.**—Under the express terms of Act 1903 (24 St. at Large, p. 81), a carrier is not liable for the penalty prescribed for its failure to adjust a claim for lost freight, unless the claimant recovers judgment for the full amount of such claim.—*C. E. Rippe & Co. v. Southern Ry. Co.* Supreme Court of South Carolina. 61 S. E. 976.

**Contract Giving Carrier Benefit of Insurance.**—A provision in a B/L that the carrier shall have the benefit of any insurance effected by the shipper is not available as a defense to an action by the shipper against the carrier for loss of the goods in transit.—*Walter Baker & Co. v. New York, N. H. & H. R. Co.* District Court, Southern District of New York. 162 Fed. 496.

**Schedule Governs Freight Rates.**—A shipper who has obtained from a common carrier a special lower rate than the published schedule had no ground upon which he can maintain a claim to the special rate in opposition to the schedule rate.—*Foster, Glasel Co. v. Kansas City Southern Ry. Co.* Supreme Court of Louisiana. 46 South. 1014.

**Carrier's Failure to Trace Freight.**—The statute imposing a penalty on a carrier for refusing to trace freight (Clv. Code 1895, §§ 2317, 2318) is applicable only where freight has been shipped to be conveyed by two or more carriers to its destination, where under the contract of shipment or by law the responsibility of each carrier is to cease upon delivery to the next connecting carrier "in good order."—*Atlantic Coast Line R. Co. v. Henderson & Powell.* Supreme Court of Georgia. 61 S. E. 1111.

**Crop Mortgage.**—To create by chattel mortgage a lien on crops to be grown, the mortgagor must own or have some interest in the lands on which the crops are grown; and where a mortgagor, in a mortgage of crops to be raised each successive year until the debt was paid, had at the time the mortgage was executed no interest in the land on which crops of a later year were raised, the mortgagee had no lien on such crops.—*Windham & Co. v. Stephenson & Alexander.* Supreme Court of Alabama. 47 South. 280.

**Arkansas Statute on Car Supply Invalid.**—Acts Ark. 1907, p. 453, to regulate freight transportation by railroad companies doing business in the state of Arkansas, is unconstitutional, in that its provisions were clearly intended to apply to interstate shipments as well as intrastate shipments, and it is therefore an interference with interstate commerce. It is also unconstitutional because its requirement upon the companies to furnish cars is absolute and subject to no exception whatever, even where the furnishing of such cars is impossible for reasons beyond the company's control.—*St. Louis, I. M. & S. Ry. Co. v. Hampton.* Circuit Court Eastern District of Arkansas. 162 Fed. 693.

**Freight Not Earned Until Delivery.**—By the American law freight is due only if the goods are carried to destination, and, even if prepaid, may be recovered back on a failure to make delivery, unless expressly otherwise provided in the contract.—*Burn Line v. U. S. & A. S. S. Co.* Circuit Court of Appeals. 162 Fed. 298.

**Buyer's Right to Inspect.**—Where hay was sold under an agreement for delivery f. o. b. cars at the place of shipment to the buyers, the buyers had the right to inspect it after its arrival at its destination; they not being bound to inspect it at the place of shipment, where no place or time of payment, inspection, or acceptance was stipulated in the contract.—*Eaton v. Blackburn.* Supreme Court of Oregon. 96 Pac. 870.

**Employer Liable for Failure to Warn of Danger of Sacks Falling.**—An employee in a warehouse was injured by a pile of flour in sacks falling on him. The pile had been placed in the warehouse before the employee came there to work. The employer's superintendent and foreman knew that the pile was dangerous and that it was unsafe to work close by it without knowing of the danger. The employee was not warned of the danger, which was unknown to him. Held, that the employer was liable for the injuries received.—*Weinert v. Merchants & Shippers Warehouse Co.* Supreme Court of New York. 112 N. Y. Sup. 123.

**Recovery on Marginal Transactions.**—Plaintiff had a number of transactions pending with defendant through an agency at the time such agency was closed, in each of which defendant had purchased and was holding on margin for plaintiff certain stocks. Plaintiff then ordered the stocks sold, with which order defendant did not comply. Held, that plaintiff was entitled to recover on the basis of the market price of the stocks when they were ordered sold, but that he could not recover on such basis as to the transactions which showed a profit, and rescind the contracts as to those showing a loss, and recover the advances made therein.—*J. J. Quinlan & Co. v. Holbrook.* Circuit Court of Appeals. 162 Fed. 272.

# PROFITS FOR POLICYHOLDERS

You are forced to carry insurance; when you borrow, an insurance policy must accompany the collateral, your banker will demand a policy on which a loss can be collected.

In placing your insurance, you should know: 1st, Is the Company sound? 2nd, Will it pay its losses? 3rd, Is the cost reasonable?

The Millers' National Insurance Co. is managed in the interests of its policy holders, each policy pays a profit to the insured. During 1907 an assessment of only 6½% was made for the year or only 32½% of the annual rate, equal to a profit or saving to policy holders of 67½% on the basis of a cash premium for the rate charged.

It is up to you to investigate.

Cash Assets .....	\$1,357,583.18
Liabilities .....	474,477.91
Net Cash Surplus .....	883,105.27

Risks in force Dec. 31, 1907 .....	\$40,340,770.96
An increase during 1907 of .....	4,477,949.99
Losses paid since organization .....	5,624,753.10

ADDRESS:

## MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENT MANAGER

{ CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.  
I. N. JUST, Seattle, Washington, Pacific Coast Agency.  
H. M. GILES, Minneapolis, Minn., Northwestern Agency.



# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Fire Mills, Elevators, Warehouses and  
contents,

## Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IOWA  
Organized 1875

INSURES MILLS, ELEVATORS,  
WAREHOUSES and CONTENTS

Net Cash Assets - - - - - \$ 266,243.81

Losses Paid - - - - - 1,339,403.60

Saved to Policy Holders - - - 1,752,149.12

J. G. SHARP, Secretary.

## Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year  
Paid \$116,523.11 in losses last year  
Added \$20,545.96 to surplus last year  
Assessed only 40% of basis rates last year

If you want the best of Insurance  
at the lowest cost, write to us.

Insurance in force - \$13,551,441.39

Face value of notes - 1,701,351.60

Cash Assets - - - - 336,038.85

GEO. POSTEL, Pres.  
A. R. McKINNEY, Sec.

Chicago Agent:  
M. W. PUGIT, 740 National Life Building.

## THE OLD RELIABLE



ORGANIZED  
1881

INSURES ELEVATORS  
AND GRAIN

PERMANENT OR  
SHORT TERM POLICIES



## The Policyholder

has to go into his pocket to  
pay for fire insurance, but  
only about one-half as far  
when he is insured in the



Where well built, well cared for and  
profitable elevators are insured by  
themselves to pay their own losses  
only the cost is much lower. This  
is only one of the reasons why so  
many country elevators are insured  
with us and why you should write  
for particulars to

C. A. McCotter, Sec'y

ESTABLISHED 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

## Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - IOWA

Risks in force \$6,927,000.00  
Admitted assets, Dec. 30, 1907 50,197.76  
Total liabilities 4,735.00  
Net assets, Dec. 30, 1907 \$45,462.76

Dividends on the basis of  
80% cost.  
We write Fire, Lightning  
and Tornado Insurance for  
the Grain Trade.

F. D. BABCOCK, Secretary

**Any Weight** of grain up to 100,000  
pounds is reduced to  
bushels by Clark's Decimal Grain Values, which  
also shows the value of any number of pounds in  
dollars and cents. Price, \$5.00.

## GRAIN DEALERS JOURNAL

255 LA SALLE STREET

CHICAGO, ILLINOIS

**GRAIN STORAGE RECEIPTS** for keeping a record of  
printed on bond paper 10 1/2 x 3 1/2 in., in each book. Order form No. 4. Price 50 Cents.  
GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

## ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads  
in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.



## THE NAME

on the ELEVATOR BELTING you buy is of more consequence than the price you pay.

### ELEVATOR OPERATORS

confine your speculations to Grain  
Don't experiment when buying Belting.  
Get the kind that's stood the test.

### NOTICE THE BRAND



It's Safe; Economical; Guaranteed.

**The Gutta Percha and Rubber Mfg. Co.**  
CHICAGO, ILLS.

## Webster Machinery

**For Grain Elevators  
And Flour Mills**



**Spiral and Belt Conveyors  
"Acme" Elevator Buckets  
Chain Belting  
Friction Clutches  
Shafting, Pulleys, Hangers**

## Webster M'f'g Co.

1075-1111 West 15th St., CHICAGO

EASTERN BRANCHES:

88-90 Rende St., New York

Pennsylvania Bldg., Philadelphia



### Day Dust Collectors

will take care of all kinds  
of dust, from coarse shavings  
to flour dust.

Send for full particulars.

**THE DAY COMPANY**

Successor to H. L. Day, 1132 Vale Place  
Minneapolis, Minn.

**FOR the best of satisfaction  
consign your Grain to  
S. C. Bartlett Co., Peoria, Ill.**

### The Northwestern Consolidated Milling Co.

Of Minneapolis

has recently placed an order for Three Fifty Horse Power

### EVANS PATENT MOTOR ATTACHMENTS

with reducing gear for their new fire-proof milling elevator  
at a cost of \$1,500.00. Why? Because they expect to save  
this in repairs.

**SCOTT F. EVANS, Minneapolis**

## WELLER'S MODERN WAGON DUMP



Life and limb of man and horse are safe  
with a Weller Dump. There is no chain to  
break for the dump is operated by a vertical  
shaft which transmits motion to worm and  
worm wheel.

No brake is used or needed. Worm gears  
cannot slip.

You can get a Weller Dump for a reason-  
able price.

**WELLER MFG. CO., Chicago, Ill.**

Write for Catalog and Discount Sheet